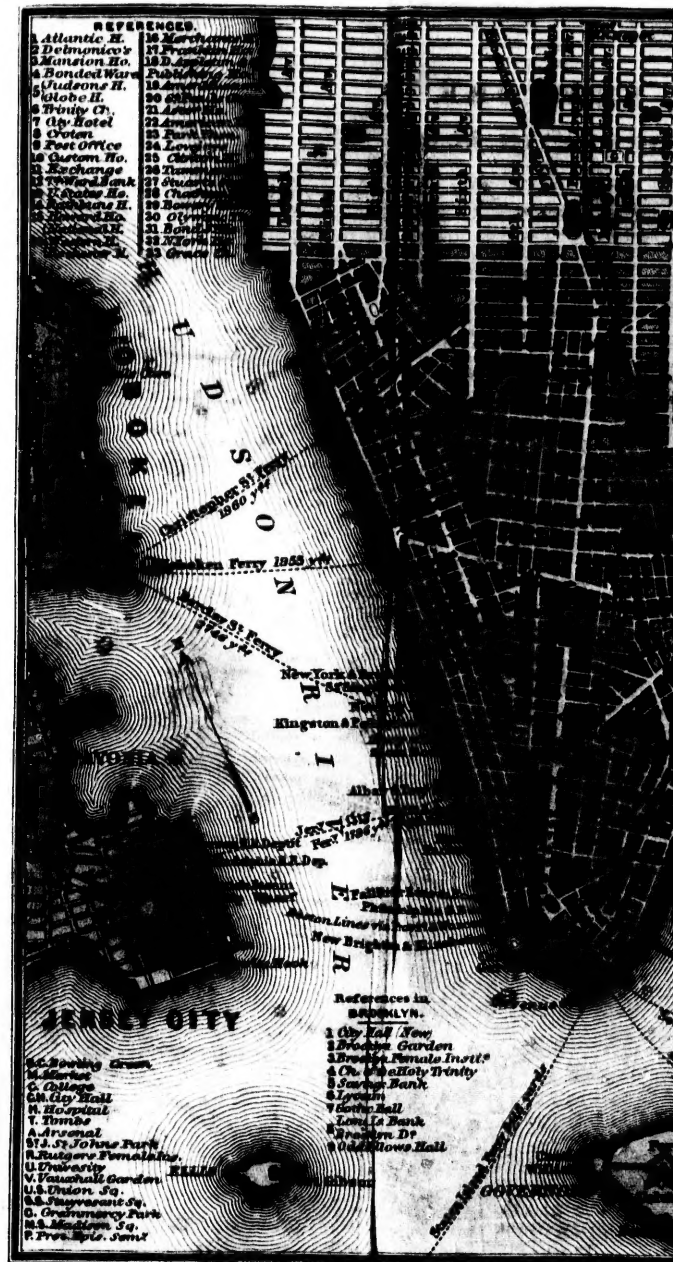


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RAILROAD AND STEAMBOAT COMPANION.

TRAVELLERS' GUIDE

NEW ENGLAND AND THE MIDDLE STATES

WITH
ROUTES IN THE SOUTHERN AND WESTERN STATES,
AND ALSO IN CANADA.

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and other water routes, with the points of interest and
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resorts, and a complete list of the names of
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BY W. WILLIAMS.

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TO THE TRAVELLING PUBLIC.

THE want of a Guide such as the one here presented to the Travelling Public, has been so long felt and so generally acknowledged, that an apology for the present work would be an impeachment of the judgment of the intelligent Tourist; for we are persuaded that a comparison of this with other similar publications, will establish its superiority as a Guide, over all other works ambitious of that distinction.

In the preparation of this book, the old plan of filling the pages with *Tables of Routes*, that are as useless as they are uninteresting, and which, from their complexity, it is difficult to trace or to understand, has been discarded; and instead of a *General Map*, the only one with which other Guides are provided—which, from the smallness of the scale on which it is graduated, is of very little practical use in a railroad car—and which, from its size, and the necessity of its being opened and re-opened, folded and re-folded, is extremely inconvenient in a crowded conveyance, as well as an annoyance to its possessor and his fellow passengers—for the present work, maps of the several routes have been engraved; and where it is a long one, the route has been continued on another map, in such a way as to be easily understood—thereby obtaining a much larger scale for it.

The distances (instead of being placed as formerly between

each town, thereby giving the Traveller the continual trouble of reckoning up) have been carried on in regular order, from the starting place—an arrangement that will be found far more convenient than the old one.

Our "*Tours*" commence at *Boston*, not only because that city is the centre of a great railroad system, but also because it is the most convenient for our plan, enabling us at any time to add new information, or maps of new routes, without interfering with what is already done.

With this book in his hand, the Traveller, as he proceeds on his journey in the railroad car, or glides along in the swift and graceful steamboat, can open to the route he is going, and follow it through without trouble or inconvenience. The descriptive matter which follows the maps, will enable him to form a pretty accurate conception of the places through or by which he is so rapidly passing; and when arrived in a large city, he has but to refer to the text under the name of the place, to find all the requisite information respecting hotels, &c., and the charges for boarding—places of amusement—interesting localities in the vicinity, &c. &c.

Having stated some of the original and more prominent features of the work, we submit it with confidence to the judgment of that class for whom it is more especially designed.

The materials for this publication have been drawn from the most authentic sources; much is the result of actual observation; and for a portion, we are indebted to friends resident in many of the sections described.

It is our intention to publish, on the same plan, as soon as it can be prepared, a *Work* embracing the remaining portions of the country.

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RAILROAD AND STEAMBOAT COMPANION.

ORIGIN AND PROGRESS OF RAILROADS.

Before steam navigation had attained that degree of perfection it now exhibits, a not less wonderful mode of traveling by steam-power on land had come into use. Since the commencement of the present century, far greater improvements have been made in the means of locomotion, and brought into practical operation for the benefit of mankind, than had ever before been known.

The first railway of which we have any satisfactory notice, was one constructed near Newcastle-upon-Tyne, England, about the middle of the 17th century. It was adopted in order to reduce the labor of drawing coals from the pits to the places of shipment, and consisted simply of pieces of wood imbedded in the ordinary road. These tracks presented a much smoother surface for the wheels to run on, than was previously used, and therefore greatly increased the available power of the horse. The advantages of even this kind of railroad were so great as to cause its extensive introduction in various mining districts; while improvements, from time to time, were made upon it.

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This description of road continued in use for a century and a half without any important step being taken for the introduction of a more durable material. Some stone-ways, it is true, were constructed for similar purposes, but, although possessing some advantages, they were not as smooth as wood. The next material improvement was the use of cast-iron plates fixed upon the wooden surface, the result, rather of fortuitous circumstances than of premeditation, notwithstanding the well-known effect of ice in diminishing resistance. This was first tried upon a wooden railroad at the Cable-break Dale iron-works in Shropshire, Eng., about the year 1767. In consequence of the price of iron becoming very low, and in order to keep the furnace at work, it was determined to cast bars which might be laid upon the wooden rails, and in case of a sudden rise in the price, when an iron rail could be "piled." This plan was first suggested by Mr. William Reynolds, the gunsmith who resided at Oldfield, Dale the first iron bridge in England. The pieces of iron were five feet in length, four inches broad, and a quarter of an inch thick, with three holes in each for nailing to the wood.

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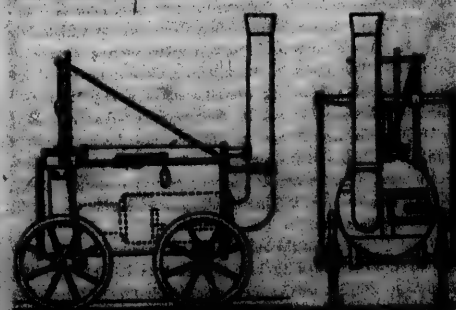
Bars of malleable iron were laid down as rails to a limited extent about the year 1806, and some engineers advocated their use, notwithstanding the inconvenience arising from their unsuitable form; no machinery being then used by which they could be made economically in any other than a square or flat form. The desire to introduce a more durable rail led also to experiments on the combination of wrought and cast iron; but these and all similar contrivances were superseded in 1825 by the invention of an efficient and cheap method of rolling from bars suitable for rails and other purposes. Malleable rails, when in use, do not rust to any material extent, while the same rails, if lying on the ground beside the track, rapidly become rusty.

Animal power was the only means of locomotion originally employed on railways to any considerable extent; but the purpose in which it was applied, was simply that of conveying mineral produce to a place of shipment, somewhere in the neighborhood.

An ingenious contrivance was introduced in the latter part of the last century for preventing and diminishing deterioration. When a delicacy comes stronger than a custodian in the military genre, a self-sealing delinquent glass is constructed, mounted at an angle upon which a train of cartridges is allowed to rest down by the force of gravity, drawing a ring, which, after having passed a wheel at the top of the glass, is connected between the rings and restricted to an easy entry into the form of the diameter of the barrel, which being sufficient to draw the ring down to the top of the glass. The latter then discharges itself from the magazine in succession.

ropes guided by pulleys in the corners of the track, have been used from an early period.

The following is a brief notice of the steps by which the locomotive engine has been brought to its present state of comparative perfection.



The possibility of applying the steam engine to the propulsion of locomotives was suggested by James Watt, who, in 1769, patented his improvement on the Newcomen engine. The first locomotive was built by Richard Trevithick in 1804, and was used to haul coal from the mines at Penydarren, near Swansea, in Wales. It was a portable engine, and was not adapted for use on rails. The first locomotive adapted for use on rails was built by George Stephenson in 1825, and was used to haul coal from the mines at Killingworth, near Newcastle, in England. It was a portable engine, and was not adapted for use on rails. The first locomotive adapted for use on rails was built by George Stephenson in 1825, and was used to haul coal from the mines at Killingworth, near Newcastle, in England. It was a portable engine, and was not adapted for use on rails.

James Thompson and Wells also invested group-reading in various other ventures (including radio, but not smoking). In 1928, for example, they founded the National Book League, but abandoned the venture in 1930.

THE NEW York Times today claimed a patent for a new type of automobile, and it may have brought to a crash profession which has been around since the beginning of time. The Times' new patent is for a car which is designed to be driven by a person who is not a driver. The Times' new patent is for a car which is designed to be driven by a person who is not a driver. The Times' new patent is for a car which is designed to be driven by a person who is not a driver.

steam-cannage company the Atlantic route. The cannage commenced plying regularly between Glasgow and Falmouth, when an unfortunate accident occurred, in 1886, attended with considerable loss of life, from the explosion of one of the boilers. After this disaster, all attempts to establish steam-cannages on public roads proved abortive.

In 1811 Mr. Moncrieff patented a locomotive engine, in which the power was applied to a large cogged wheel, the teeth of which entered a rack laid down beside the railway rails. Patents were taken out in 1820 and 1827, by George Stephenson, in connection with Messrs. Stodd and Laid, and the whole system was abandoned when Stephenson had brought into practical operation upon railway railways near Newcastle-upon-Tyne.

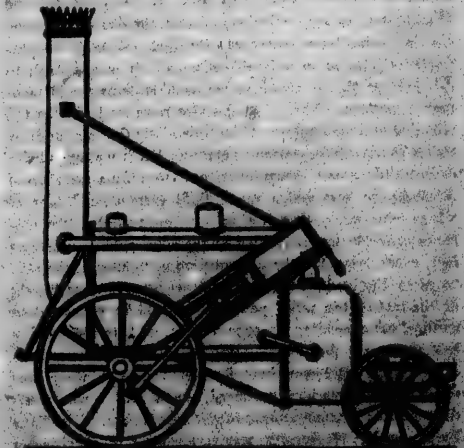
There can be no doubt that the idea of the utilization of the *Locomotive and Locomotive railway system* originated with the late Mr. William Moncrieff, who, from 1811, directed the construction of the *Locomotive railway* near Glasgow. To the present day the system is still in use, and the system of 1811 was, however, the basis of such subsequent improvements.

To the credit of the late Mr. Moncrieff, it is due that the *Locomotive and Locomotive railway* has been the basis of the *Locomotive and Locomotive railway* near Glasgow. The *Locomotive and Locomotive railway* near Glasgow, which was the basis of the *Locomotive and Locomotive railway* near Glasgow, was the basis of the *Locomotive and Locomotive railway* near Glasgow.

When the proposition for the *Locomotive and Locomotive railway* near Glasgow was first made, it was the basis of the *Locomotive and Locomotive railway* near Glasgow. The *Locomotive and Locomotive railway* near Glasgow, which was the basis of the *Locomotive and Locomotive railway* near Glasgow, was the basis of the *Locomotive and Locomotive railway* near Glasgow.

would be adopted. The experiments of forming a railway for passengers, as well as for carrying general merchandise, had already been tried, although the Stockton and Darlington Railway, which was opened in the fall of 1825, had done more than any of its predecessors in showing the capabilities of a railway for such a use. As the Liverpool and Manchester line approached completion, the directors became convinced that horse-power was impracticable, since it was intended to run at considerable velocity. It was difficult to decide upon the comparative merits of stationary and locomotive engines. Various suggestions were made for the application of fixed engines at intervals along the line, to draw trains by ropes from station to station; but it was eventually determined to use locomotives, and to offer a premium of £2000 for the locomotive which would fulfil certain conditions, of which some were—that it should not rest on wheels, (the axles of wheels were provided for the suspension of rails as they are now used at the present time upon most of the railways in England)—should draw three times its own weight at the rate of ten miles per hour—should be supported on springs, not depending for their action on fixed bars and a fixed frame, but that it should not cost more than £1000. The trial was held in October 1825, when four engines competed, two of which were withdrawn on the recommendation of the committee. The locomotive of Mr. Stephenson, was very similar to the one which he had used on the Liverpool and Manchester line, but with two cylinders, both working the same axle. This engine achieved a velocity of fifteen miles per hour with a gross load of thirteen tons, but at a high rate of speed, owing to the weight of the train. The competing engine, the Rocket, was constructed by James Stephenson and Bartholomew of the same firm. It consisted of a single cylinder, with a

load of seventeen tons, and averaged a speed of thirteen miles per hour; but under some circumstances it attained double that velocity, and succeeded in performing more than was stipulated for. The following engraving represents a side view of the "Rocket."



Thus the successful adoption of locomotive steam-engines on the Liverpool and Manchester Railway has demonstrated how followed closely upon our arrival. For they were already born of a similar character, and at once, with that of making the latter, which formed the distinguishing feature of the

Rocket engine. Stephenson built several engines, shortly after the competition in which the Rocket had proved victorious, retaining this arrangement, but having the machinery disposed in a different manner. The power of generating steam, which is the measure of efficiency in a locomotive engine, depends much upon judicious tubing, it being desirable to deprive the heated air of its caloric as completely as possible before leaving the boiler. An important feature in a locomotive is its security from bursting, because, as the tubes are much weaker than the external casing of the boiler, they are almost certain to give way first, and the bursting of one or two tubes is rarely productive of more serious consequences than extinguishing the fire, and thereby causing a gradual stoppage of the machine.

On the opening of the Liverpool and Manchester Railway, 15th Sept., 1825, the problem of the rapid transport of passengers by steam on railways was solved, and the profitable character of the enterprise soon became apparent.

This road was constructed under the direction of Mr. George Stephenson, an engineer of great practical skill and experience; and fortunate indeed it was for Great Britain and the world, that a work of such vast importance was placed in such able hands. Had this great enterprise failed, there is no knowing how long the progressive spirit of the age would have slept upon this important subject, and the world been deprived, at least for a time, of its vast benefits. The progress of this great work had immense opposition to struggle against. The powerful canal companies, which had settled down into selfish monopolies, derided the project of the road—had by constant opposition and negligence of duty, turned the people to the necessity of this great undertaking, and after a lengthy negotiation to it in the British Parliament of four years, the company at last obtained a charter.

The great system of internal communication now being fostered in Great Britain, takes under various guises of new railways, canals, and the history of public works. Their expenditure multiplied, and the many world works of 1844 upon them, are already in remarkable in the history of their construction, the nature of capital they have absorbed, and the still more extensive manner of their distribution.

In 1844 there was in England 200 miles of railway communication in full operation, and the number of passengers that travelled over them amounted to 100 million. In 1845, 500 miles of new railway were opened for traffic, and was joined connecting projects for the further extension of 1000 miles of railway, making a total, at the end of 1845, of 6000 miles. This year (1845) the passengers carried over the railways in Great Britain amounted to 100 million.

The following calculation, with its necessary costs of railway travelling, is from the Edinburgh Review.

"One hundred horses working in a week would only carry 100 passengers over the shortest rail. To carry 1000 passengers, the number carried in the first week of 1845, which would be equivalent to a million carried one mile, each week, would be a hundred horses, and this 100 horses would be the passenger traffic of the railways in 1845. In doing this it would travel 1000 miles of rail. This hundred horses, the steam locomotive of the railway, this locomotive engine, therefore, employed in carrying passengers, would have performed the work of 1000 horses each week."

The writer then proceeds to calculate the saving, first, of 100,000 lbs. per head per mile, secondly, in time, 40, and thirdly, in the cost of the journey, 40, per 1000 miles of railway.

In the construction of the railway	22,500,000
In the purchase of land	1,100,000
In the purchase of rolling stock	200,000
In the purchase of other material	200,000
Total	23,900,000

The saving is thus double the sum paid for railway stock, even under a complete system of monopoly.

Upon the railways in England locomotives attain a great speed, owing, perhaps, to the substantial manner in which the roads are built. Trains on the Great Western Railway have gone 100 miles in three hours and thirty-eight minutes, at the same time drawing sixty tons weight. Reducing fifty-ton trains for passenger service, it gives a rate of speed equal to three-and-a-half miles per hour. The usual time, however, for performing this distance is four and a half hours, including stoppages, with a train of fifty freight cars, which is drawn with greater ease than could be accomplished with a lighter train.

Formerly it took two hours to perform the journey between Edinburgh and Glasgow, a distance of forty-five miles. This was the time given over by the mail-carrier to his horse and a guide. The time now of travel upon the English railways is "eighty miles in fifty minutes for heavy freight, and seventy miles in fifty minutes for passenger service." One of the greatest times ever performed by a locomotive was undoubtedly done by one built by Mr. Monte of Philadelphia, which drew a train of 120 tons and was weighing 100 tons, a distance of eighty-four miles in eight hours and thirty minutes. Trains in the United States are sometimes made of great length. One was started, passing over the Western Railroad between Denver and Albany, this winter (1877), which was 1,000 yards in length, and on the Denver and Alameda Railway passed through a tunnel

of houses, and for nearly four miles is continued on a continued series of arches, forming one vast viaduct from one end to the other. There are not less than 978 brick arches, chiefly semi-circular, eighteen feet span and twenty feet high.

The Blackwall Railway, three miles and 643 yards long, is another gigantic work. On it there is a viaduct of 4000 yards, containing 805 arches, chiefly semi-elliptical, of thirty feet span.

As soon as the practicability of railroads for passenger traffic had been determined on in England, many persons in this country immediately saw the immense advantages that were to accrue from the adoption of that system here, and measures were at once taken to plant the "iron road" in America. The progress was rapid, and in a few years a very extensive system was entered into. The first railway constructed in the United States was the Quincy in Massachusetts, in the year 1827, which was four miles in length. It was built for the purpose of conveying granite quarried in the Granite Hills to vessels lying in the Happonnet River.

The first railway for the conveyance of passengers, in this country, that was opened in 1825, connecting Newburgh, on the Delaware River, with Poughkeepsie, on the Rhine River, which runs into Champekin Bay. This was on the route between Philadelphia and Baltimore. About the same time was opened the first railway between Andover and Dedham, near Springfield, the first road upon which a locomotive was used in this country. The Housatonic and Northford Railroad was entered its charter in 1831, and was opened on the 4th day of June, 1834. Since that period railroads have extended with ever greater rapidity in this country than in England, and no doubt a few years more will witness a more extensive system of railway communication in the United States than

the most stupendous ever dreamed of. At the present time there are about 8000 miles completed, and many thousands more projected. In the construction of these great avenues of intercourse, the enormous capital of one hundred and thirty millions of dollars has been expended.

The principal theatres of railway enterprise in America are in the New England States, (Massachusetts particularly) New-York, and Pennsylvania; great progress is being made in several of the other States, but mostly in those bordering on the Atlantic seaboard. From Boston there is a direct line of railway communication with Buffalo, on the west, via Albany, a distance of 540 miles, and before long it will be extended to the eastern shore of Lake Michigan, a further distance of about 500 miles; and from thence by a short cut across the lake to Chicago. The Central Railroad in Michigan will, in a short time, extend from Detroit, wholly across the State. Detroit will be connected with Buffalo by the Canada Railroad, which, with the Suspension Bridge below the Falls of Niagara, (over which the road is to be stretched) will soon be constructed. Boston will also be connected with Montreal in Canada by the Northern Railroad Company, which is to extend to Lake Huron on the Georgian Bay; from thence it will join the Vermont Central Railroad to Burlington on Lake Champlain, and thence by a short cut on the lake to St. John's, where it will cross the railroad to La Pointe on the St. Lawrence, and by a bridge across the river by tunnel under it, will connect with Montreal.

Richmond already connects Boston with Portland, and also Portland, and shortly afterwards, it is to unite Portland with Montreal on the St. Lawrence River. The metropolis of Lower Canada is connected with New-York by a direct line.

terminating on Long Island Sound; by the New Haven and New-York road, now building; by the Long Island road from Greenport to Brooklyn; and by steamboats running on the Sound.

The great commercial emporium of the United States will, in a year or two, be connected with Albany by roads now being constructed, and with Dunkirk on Lake Erie by the New-York and Erie Railroad. When these great roads are completed, she will have the same advantages for carrying a portion of the trade of the great West that accrued to Bremen from the opening of the Western Railroad. When the road from Syracuse to Oswego on Lake Ontario is built, with the Oswego and Whitehall Railroad to the foot of Lake Champlain, and all the advantages of her coasts become augmented by practical benefits conferred on her, New-York will then wonder, how it was she allowed such immense advantages for extending and facilitating her intercourse, and trade as she enjoyed in past a length of time.

Philadelphia, by her Central Railroad, will be united with Washington, 205 miles; the road as far as Harbinger, 100 miles, is already built. It is intended, ultimately, to connect it with Cincinnati on the Ohio River; and another road, yet to be built, will connect this growing city with St. Louis, on the Mississippi River. Philadelphia will thus have a direct communication by steam with New Orleans. Another link of road, that will add greatly to the prosperity of Philadelphia, will be the route (already surveyed) from New-York to this, on the lake of the same name. These great roads will no doubt be undertaken and carried through before many years.

"The State of Pennsylvania is indeed the theatre of the Union—the hub of America. While any enterprise on the

the New Haven and
Hartford road from
New Haven to the

United States will
pass by route now

Lake Erie by the
great waterway

to be completed in
a few years to Erie

and the road
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will be united with
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Atlantic, the lake the other on the Ohio, and live hand plays
with the waters of the lake. Within her hills is stored the
fuel of ages, and iron, the world's strength, to bind the south-
west, and insure the stability of this great government: Erie,
her center on the lake; Pittsburgh the head of the great
western branch of the mighty valley; and Philadelphia, not
only the beautiful city of the plain, but destined to be the
leading city of the North, a city worthy to greet a Queen.

From Baltimore N. J. two great arteries north and south,
the former terminating in the State of Maine, 545 miles, and
the latter at Wilmington, North-Carolina, 500 miles. From
Baltimore a branch, proceeding west-
ward, towards the Allegheny range; at present, however, it
is completed only as far as Cumberland, on the Potomac
River, 100 miles, to the foot of the ridge, which is at this
point crossed by an excellent Macadamized road, on which
stage-coaches run. It is, however, intended to continue this
road to some point on the Ohio River, whence communi-
cation is carried on, by steamboats, to the point where the
western line is required by the Maryland.

In the foregoing an attempt has been made to show,
though only in part, and briefly, the vastness of the
work which the government has undertaken on the
coast and the interior of the country, and will still
have to be carried on. Besides these, there are numerous
other roads, and good common roads, which the
government of the country is greatly facilitated.

The subject of railroads is occupying great attention in
the United States. Baltimore was the first place, after New-
York, that moved energetically to the matter. In 1825
the first road, 10 miles in length, was built, and the
success of the government, and the success of the first year

after their opening, fully justified the policy which had directed their construction. A secondary system of lines, about 800 miles, to communicate with the inferior towns, has been commenced under the authority of the State, by private companies. If we consider the limited extent of the territory of Belgium, this is one of the greatest works of public utility that has yet been performed.

In 1868 the French government resolved that a system of railways should be planned and executed; with this view, it was determined that from Paris as a centre, main branch lines should issue, to be directed to those points of the frontiers, by land and sea, that should best serve the purposes of foreign commerce. In 1868 there were 227 miles of railway opened to the public, absorbing a capital of \$27,500,000; in progress of construction 1207 miles, and 500 miles projected. When these are completed the total length will be 3235 miles, requiring the enormous capital of \$200,077,500. Most of the railways in France have been undertaken by the government, and when completed, are granted for a term of years to companies, or individuals, on complying with certain conditions. At the expiration of 45 years, they will revert again to the government, and in about 50 years private companies will cease to exist, except such as the government may think fit to re-constitute.

In Austria there are about 700 miles of railway completed and open for business, and nearly 2500 more in progress.

In Prussia 701 miles are open for traffic; but the total length planned and in actual progress is 1000 miles. Of its principal lines, 600 miles in length, opened in 1845, the cost of building was upwards of \$25,000,000.

Russia has also laid out a very extensive system of railway communication: by continuous routes, she will obtain

any which had the system of lines inferior towns, but in State, by private and of the territory of public utility

and that a system of with this view, center, main branch and points of the and curve the position was 257 miles and a capital of 207, 257 miles, and 200 and the total length of capital of 200, to have been under- completed, the found evident, an accomplish- tion of 40 years, and, and to show 20 mile, except mile of line.

the railway completed in progress. mile; but the total 2000 miles. Of 10 and in 1865, the and live system of rail- way, the will obtain

all the chief cities of central Europe, the total length of which will be 1000 miles.

The average cost of railways in the United States and Europe, per mile, including purchase of lands, construction, materials, depots, salaries, and every appendage and apparatus, is as follows, in round numbers, existing fractions. In Massachusetts \$30,000; the other Eastern States \$20, 000; New-York \$20,000; New Jersey and Pennsylvania \$20,000; Michigan, Ohio, and Indiana \$15,000. In Eng- land, \$150,000; Belgium \$30,000; France \$27,500; Germany 40,000 (owing to the low price of labor and land); and Prussia \$47,500.

Twenty years ago, who could have foreseen the rapid growth of the railway communication was destined to realize, and in a total a period of The spirit and enterprise of nations seem to have been completely opened to the necessity of con- structing these "gigantic works of genius." The ingenuity and skill that have been displayed in carrying out many of these designs is beyond all things extolling, but their great utility and rapid extension are owing to the invention of an efficient impelling force; for without a prime mover, of how little practical utility the iron system for passenger traffic could really have been, is at once ascertained by constructing the railways of a former period with those in operation at the present time.

"The small size comparatively of the main trunk and West is owing to the nature of the country, and the imperfectly constructed open track.



...the capital of Massachusetts, and the largest city of New England, is situated on a peninsula at the western extremity of Massachusetts Bay. Its latitude is 42° 21' 22", and West Longitude 71° 0' 0", and its population is 115,000.

The peninsula upon which Boston is built, is nearly three miles in length, with an average breadth of one mile, and numerous elevations from fifty to one hundred and ten feet above the sea, affording splendid views of the harbor, and giving to it a peculiarly fine appearance, especially when viewed from the water. The Indian name of Boston was Shawmut, but it was called by the first settlers, Boston.

from the three hills on which the city is built. It was incorporated in February, 1838.

Boston is connected with the surrounding country by means of artificial avenues or bridges, and with Roxbury by the West which forms the peninsula upon which the city is built. It is connected with East Boston (formerly Noddie's Island) and Chelsea by means of steam ferry-boats, which ply at regular intervals during the day. The bridges are among the greatest curiosities of the place, being so different from any thing of their kind elsewhere; and their great length, with the fine views they afford, render them objects of curiosity to strangers. Boston is connected with Charlestown by the Charles River at old Charlestown Bridge, and by Warren Bridge. The former was incorporated in March, 1792, and is 1300 feet in length, 43 in breadth, and cost upwards of \$200,000. Warren Bridge was incorporated in March, 1826; its length is 1500 feet, breadth 43. A toll was formerly collected from all who passed over that bridge, but this was abolished a few years since, on their becoming State property. West Boston Bridge, leading from the foot of Cambridge-street to Old Cambridge, was opened in November, 1799. It costs upon 100 pieces, and, including masonry and obstructions, is 6150 feet in length. This bridge was sold to a company in June, 1845, for \$75,000, who have twelve years allowed for raising the same by tolls, the intent of which is to keep the bridge in repair. Orange or Grant Bridge, from the foot of Leverett-street to South-end Place, in East Cambridge, was opened in August, 1840; its length is 2700 feet, width 43. From this bridge extends a branch to Prince Point, Charlestown, the length of which is 1600 feet, width 35 feet. The Mill Dam, or Millstone Avenue, opened in July, 1831, extends from the

feet of Beacon-street to Sewall's Point in Brookline; it is constructed in a substantial manner of stone and earth, and is a mile and a half long, and from 60 to 100 feet in width. It encloses about 600 acres of flats, over which the tide formerly flowed. A cross dam divides this enclosure, which, by the aid of flood and ebb gates, forms a receiving basin, thereby producing, at all periods, a great extent of water power. The cost of this work was about \$700,000. *Boston Ferry Bridge*, from Sea-street to South Boston, completed in 1880, is 500 feet long and 36 wide. *South Boston Bridge*, leading from the "Neck" to South Boston, was opened in July, 1885. Length 1530 feet, width 40; cost \$50,000. These bridges are all lighted with lamps. Besides the above, the river is crossed by several railroad bridges or viaducts.

Boston Harbor contains many islands, none of which are of great beauty: it is safe, and capacious enough for the largest navy. The most important part of this harbor is entered by a narrow pass, about three miles below the city, and is well protected by forts Independence and Warren. The outside harbor is protected by a very strong fortress on George's Island, recently erected by the General Government at a great expense. The view of the city, and the towns and villages on its shore, add much to the beauty of the scenery. *Fishing parties* frequently go out, and after having secured a mass of fish, land on one of the many islands, and regale themselves with a "sturgeon." Boats of twenty or thirty men are usually chartered for this purpose, men of experience always going with them.

Boston Common is considered one of the most delightful places of its kind in the country; it is a great promenade, and on holidays and public occasions is crowded with people.

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It contains about seventy-five acres, and is a mile and one-third in circumference, and surrounded by an iron railing which cost the city about \$75,000. It is gently undulated, beautifully shaded with trees of various kinds, some of which are more than a hundred years old, and a beautiful gravelled walk, or mall, extends throughout its entire circumference. This spot is universally admired by strangers, and is the pride of all Bostonians. The ground was left to the city, on condition that it should not be appropriated to any other than its present use.

The Public Garden, as it is termed, on the west side of the Common, was laid out in 1637, by subscription. There is a probability that this will be built on before many years.

Warren.—Boston is about to be supplied with water from Long Pond, in Framingham, by means of the splendid enterprise now going forward. The aqueduct will extend a distance of nearly twenty miles. The ceremony of breaking ground took place near the lake, August 20th, 1846, on which occasion Long Pond received the appellation of "Concord Lake." This lake covers an area of 650 acres, and drains a surface of 11,400 acres. Its depth in some places is 70 feet, and it is elevated 134 feet above tide-water in Boston Harbor. It can supply ten million gallons daily. This water will be brought to Corcy's Hill in Brookline, by an aqueduct laid in brick, with hydraulic cement, six feet four inches in height, and five feet in width. The reservoir at Corcy's Hill will cover an area of eight acres, and contain upwards of fifty million gallons of water. From this hill the water will pass a distance of four miles, to a reservoir in the rear of the State House in Boston. This reservoir will cover an area of 12,000 feet, and contain 1,200,000 gallons of water. The water will be raised 118 feet above the level of the tide.

Perhaps the greatest drawback to Boston has been the want of a sufficient supply of this element, conflicting interests having retarded its introduction at an earlier period. The aqueduct company for bringing water from Jamaica Pond in Roxbury, a distance of four miles, commenced operations as early as 1785, but the greatest amount of water that can be supplied from this source is about 50,000 gallons daily, an amount quite inadequate for the rapid increase of the population. It is estimated that twenty-eight gallons per diem would be required for each individual, including what may be used for culinary and other purposes. At this rate it would take upwards of 3,000,000 gallons daily to supply the inhabitants.

WHARVES—About 300 docks and wharves surround the city, and form one of its peculiar features. The longest of these is *Long Wharf*, extending from the foot of State-street 1800 feet, and is 300 feet in width, containing seventy-six spacious stores. *Central Wharf* is 1386 feet long, with a signal station in the centre, from which visitors can obtain a fine view of the city and harbor.

India Wharf is 980 feet long. Ships from the East Indies and China are generally to be found here. *Commercial Wharf* is 1100 feet long, and contains many handsome granite stores.

Eastern Railroad Wharf.—This wharf, which is of recent construction, extends 184 feet on Commercial-street, and is 449 feet long and 184 feet wide. On this wharf are also twenty-eight large stores, the depot of the East Boston railroad ferry, and a new and commodious building called the *Exchange Hotel*.

CHURCHES.—In December, 1848, there were 56 places of religious worship, costing \$2,345,200, and having accommodations for 84,125 persons. These churches, &c., are under-

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taken at a yearly expense of \$170,000. There were eighty
Sunday Schools, having 1,864 teachers and 17,000 scholars.
Christ Church, in Salem-street, near Copp's Hill, has a
peal of eight bells, with the following inscription: "We are
the first ring of bells cast for the British Empire in North
America—A. R. 1744. God preserve the Church of Eng-
land. Gloucester—Abel Radhall cast us all, 1744."

Public Buildings, &c.—Of the public buildings in Boston,
the State House, on the summit of Beacon Hill, and fronting
the "Common," may be regarded among the first. Its founda-
tion is 110 feet above the level of the sea. The edifice was
completed in 1780, at a cost of \$130,000, about three years
having been occupied in its construction. Length 170 feet,
breadth 61. On the entrance side is to be seen Chas-
ter's beautiful statue of Washington. Near by is the stair-
case leading to the dome, where visitors are required to regis-
ter their names, and from the top of which is a fine view of
the city, the bay with its islands, and the surrounding coun-
try,—undoubtedly one of the finest views in this land, if not
in the world. The number of visitors to the cupola from
April to November, 1846, amounted to 54,350. The Legis-
lature of the State held their annual session here.

The new Custom House is located at the foot of State-
street, between the heads of Long and Central wharves.
This building is in the form of a cross; the extreme length
140 feet, breadth 90 feet. The longest arms of the cross are
70 feet wide, and the shortest 67 feet, the opposite fronts
and ends being alike. The entire height to the top of the
dome is 90 feet. It is built in the pure Grecian Doric order
of architecture. Each front has a portico of six fluted Doric
columns, thirty-two feet high and five feet four inches in
diameter, which is approached by fourteen steps. The vol-

quene are each in one place, of highly wrought granite, costing about \$25000 each. It is built on 2000 piles, driven in the most thorough manner. Immediately on the top is a platform of granite, one foot six inches thick, laid in the best hydraulic cement mortar, and upon it the foundations of the walls, partitions, &c., were commenced. Underneath the whole building is a cellar twelve feet deep, perfectly dry, which is used for the storage of goods. The architect of this noble structure was Amos B. Young, Esq., of Boston.

Faneuil Hall.—This venerated structure, termed the "Cradle of Liberty," is in Dock Square. It is about 160 years old, and is an object of deep interest to Americans. Here the fathers of the Revolution met to encourage the people, on the events of that stirring period; and often since that time the great men of the State and nation have made its walls resound with their eloquence. It was presented to the city by Peter Faneuil, a distinguished merchant, who on the 4th of July, 1740, made an offer in a town meeting to build a market-house. There being at that time none in the town, it was accepted by a vote of 267 to 266. The building was begun the following year, and finished in 1742. The donor so far exceeded his promise, as to erect a spacious and beautiful Town Hall over it, and several other convenient rooms. In commemoration of his generosity, the town, by a special vote, conferred his name upon the Hall; and as a further testimony of respect, it was voted that Mr. Faneuil's full length portrait be drawn at the expense of the town and placed in the Hall. This, with other particulars, can be seen by visitors. This gentleman died on the 21st of March, 1742, and the first meeting of the inhabitants of Boston held in Faneuil Hall was on the 4th of the next month, to have a funeral oration on the donor.

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The Exchange, a new and splendid building standing on State-street, was completed in the fall of 1842. It is 70 feet high and 200 feet deep, covering about 12,000 feet of land. The front is built of Quincy granite, with four pilasters, being fifty-five feet in height, and weighing fifty-five tons each. The roof is constructed of wrought iron; and covered with galvanized sheet iron; and all the principal stairways are of stone and iron, and fire proof. The front is occupied by banks, insurance and other offices, and the rear is an hotel; on the lower floor are lodging-rooms, and at the top is a telegraph station. The centre of the basement story is occupied by the Post Office. The great centre hall, which is a magnificent room, is fifty-eight by eighty feet, having eighteen columns twenty feet in length, in imitation of Greek marble, with Corinthian capitals. The dome of this great hall contains a sky-light of coloured glass, finished in the most ornamental manner. This magnificent room is used for the merchants' exchange, and subscribers' meeting-rooms. The entire cost of the building, exclusive of land, was \$175,000.

The Court House, a fine building, occupied as law courts, record offices, &c., in Court Square, standing on Court-street, is built of Quincy granite. The corner stone was laid in September, 1833. The interior contains four court rooms, fifty feet by sixty, and large and commodious offices for all the respective departments.

The City Hall is near the Court House and standing on School-street, with its open yard in front.

The Massachusetts Hospital is built of granite, and occupies an acre of four acres on Chinab River, between Allen and Bridge streets. It has recently been enlarged by the addition of wings.

The Massachusetts Medical College, formerly in Massachusetts, is now removed to the foot of Bridge-street, near the Massachusetts Hospital. A large brick edifice has recently been erected for it.

Harvard University, located in Cambridge, was founded in 1636, and takes its name from the Rev. John Harvard, who left it a legacy of \$779 17s. 9d. sterling. Its funds at the present time exceed half a million of dollars. The annual commencement is on the last Wednesday in August.

The Athenaeum, situated in Fagel-street, has a library of about 45,000 volumes, together with a rich cabinet of medals, coins, &c. It has an extensive reading-room, furnished with all the best American and European periodicals and newspapers. It has also a fine collection of Paintings and Statuary. It is open to subscribers and to friends that may be introduced, from 9 A. M. until dark. A new building is being erected in Beacon-street near the Tremont House.

The Lowell Institute.—This institution was founded by John Lowell, Jr. Esq., for the support of regular courses of popular and scientific lectures in the city of Boston. The sum bequeathed for this purpose amounts to about \$250,000. By his will, he provides for the maintenance and support of public lectures on natural and revealed religion, physics and chemistry, with their application to the arts; also on geology, botany, and other useful subjects. These lectures are all free. The season for delivering them is from October to April, during which period four or five courses (of twelve lectures each) are usually delivered. The founder of this Institute died on Sunday, 14 March, 1855, in the thirty-seventh year of his age.

The Milton Academy for the female is at Somerville, and occupies a fine situation on rising ground; it has about

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ports of land attached to it. The grounds are well laid out, and every provision is made to beguile the patients into forgetfulness of their melancholy situation.

The *Institution for the Blind*, is at South Boston. The building is erected on elevated ground, and commands a splendid view of the city, harbor, and surrounding country. An exhibition of the pupils takes place at the Institute on the first Saturday of the month, and is a very interesting occasion. Strangers can obtain permission at any time by applying for an order. Omnibuses from Boston leave every fifteen minutes.

The *Houses of Industry, Correction, and Reformation*, are in South Boston, near the brow of Dorchester Heights, and occupy about 60 acres of ground.

Faneuil Hall Market, completed in 1837, is a vast, exclusive of land, of \$150,000, is built entirely of granite, and is 336 feet long and 50 wide, with a portico at each end, of four pillars 22 feet high. In the centre of the building is a dome of fine proportion.

Hotels.—The *Tremont House*, on Tremont and Beacon streets, was opened in October, 1869. It is a granite building, containing 100 rooms, and cost, without the land, \$25,000. Board \$3.00 per day.

The *American House*, in Hanover-street, is well kept, and worthy of patronage. Board \$3.00 per day.

The *United States Hotel*, corner of Lincoln and Beach streets, and opposite the Worcester Railroad depot, is a fine establishment. Wings have recently been added to this building, which makes it, in point of size, equal, if not superior, to any other of its kind in the country. Board \$3.00 per day.

The *Adams House*, a new and beautiful hotel, is located

in Washington-street, near its junction with Bedford-street. The house is furnished throughout in a superb style, and the comfort of visitors particularly attended to. Board \$2.00 per day.

Bevere House, an hotel recently opened, is on Bowdoin Square, a handsome situation. Board \$2.00 per day.

The *Mariners' Hotel*, in Washington-street, is a quiet temperance house, and a popular establishment. Board \$2.00 per day.

The *Albion*, in Tremont Row, is a good house, conducted on the European plan.

There are many other hotels in Boston, well kept, and where the charges are moderate. The following is a list of some of them:—*Whitney House* in Tremont, cor. of Boylston-street; *Merchant's Exchange Hotel*, in State-street; *Eastern Railroad House*, 118 Commercial-street, head of Eastern Steamboat wharf; *Minuteman House*, in Hanover-street; *Exchange Office House*, Congress Square and Devonshire-street; *City Tavern*, Rattle-street; *Penobscot House*, Howard-street, &c. &c.

THEATRE, AND OTHER PLACES OF AMUSEMENT.—The *Howard Athenaeum*, in Howard-street, occupies the site of the "Millikin Tabernacle," which, after being converted into a theatre, was destroyed by fire. The present building is considered the handsomest of its kind in the country; its cost is said to have exceeded \$100,000. The theatre is built in the Tudor style, and all above is that of the early Gothic. The perspective is filled with transverse and longitudinal arches. The walls which enclose the auditorium are perfect and uniform circles, so that the most remote spectators can hear as well as those who are nearest the stage. This has been effected by setting the perspective back, but

Plains water view.—The **Bunker Hill Monument** is in Charlestown. The top of this structure commands a magnificent view, embracing a wide extent of land and water country. The journey to the top is somewhat tedious, it being necessary to descend nearly 300 steps; yet this is the

gotten in the charming scene and delightful air that greet the arrival of the visitor. Near at hand is the *United States Navy Yard*, containing among other things, a rope-walk, the longest in the country. The machinery here is of the most perfect kind.

The *State House*, Boston, for which directions have already been given at page 35; and *Faneuil Hall*, at page 36. *Artists' Association Rooms*, Tremont Row.

The *State Prison*, located in Charlestown. Fare 25 cents.

The *Blind Asylum* and the *House of Industry and Reformation*, both in South Boston. Omnibuses leave the city every fifteen minutes. Fare 6½ cents.

The *Custom House*, at the foot of State-street.

Mount Auburn Cemetery is about a mile from Harvard University. It is an enchanting spot—a magnificent resting-place for the dead. Omnibuses leave Brattle-street every half hour. Fare 20 cents.

Mr. Cushing's Garden, a place of great beauty, is a short distance beyond Mount Auburn, in Watertown. Tickets may be obtained gratis on application at the Horticultural Store in School-street.

Fresh Pond, another charming place of resort, is about four miles from Boston, and half a mile from Mount Auburn; it is reached by the railroad cars, which leave Charlestown many times during the day. Fare 12½ cents. Omnibuses are in readiness to convey passengers from Fresh Pond to Mount Auburn Cemetery. Fare 6½ cents.

The other fine sheets of water in the vicinity of Boston, well worthy the attention of visitors, are *Horn*, *Spot*, *App*, and *Mystic Ponds*.

Warming-Places in the Winter or Summer.—*Nahant*, a delightful watering-place, is situated about twelve miles

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Boston.—Nahant,
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from Boston, by water, and fourteen miles by land. During the summer season, a steamboat plies daily. Fare 25 cents. This is a most agreeable excursion, affording an opportunity, in passing through the harbor, for seeing some of the many beautiful islands with which it is studded. Nahant may also be reached by taking the Eastern Railroad cars as far as Lynn, and thence walking or riding a distance of three miles, along the hard sandy beach, in full view of the open sea; or by omnibuses, which intersect the railroad cars at Lynn several times daily.

The peninsula is divided into Great and Little Nahant, and Bean Hook. The former is the largest division, containing 300 acres, a part of which is under cultivation, many handsome dwellings, and a spacious hotel, with a piazza on each floor. From this place the visitor has a boundless sea-coast view.

On the south side of Great Nahant is the dark cave or grotto called the *Shallow's Cove*, ten feet wide, five feet high, and seventy long, increasing in a short distance to fourteen feet in breadth and eighteen or twenty in height. On the north shore of the peninsula is a chasm twenty or thirty feet in depth, called the *Spouting Horn*, into which, at about half tide, the water washes with great violence and noise, and forces a jet of water through an aperture in the rock to a considerable height in the air.

During the sultry heat of summer thousands resort to Nahant to enjoy the cool and refreshing breeze, and bathing in the cove, both of which may be enjoyed to perfection.

Visitors may amuse themselves at this delightful place, by fishing, the grounds for which are excellent—by bathing, either in cold or warm water—with riding, playing at billiards, or rolling ten-pins.

Fidley's Beach, a short distance northeast of Nahant, is another beautiful beach, and a noted resort for persons in search of pleasure or health.

Nantasket Beach, twelve miles from Boston, is situated on the east side of the peninsula of Nantasket, which forms the southeast side of Boston harbor, and comprises the town of Hull. The beach, which is remarkable for its great beauty, is four miles in length, and is celebrated for its fine shell-fish, sea-bowl, and good bathing.

Chelsea Beach, about three miles in length, is situated in the town of Chelsea, and is another fine place of resort. A ride along this beach in a warm day is delightful. It is about five miles from Boston, and may be reached by crossing the ferry to East Boston.

The prices or rates of fare in the city of Boston, to be taken by or paid to the owner or driver of any licensed carriage, are as follows:—

For carrying a passenger from one place to another, within the city proper, 25 cents.

For children between three and twelve years of age, if more than one, or if accompanied by an adult, half price only is charged for each child; and for children under three years of age, when accompanied by their parents, or any adult, no charge is made. Every driver or owner of any licensed carriage, is obliged to carry with each passenger one trunk, and a valise, saddle-bag, carpet-bag, portmanteau, box, bundle, basket, or other article used in travelling, if he be requested so to do, without charge or compensation therefor; but for every trunk or other such article he shall demand, more than two, he is entitled to demand and receive the sum of five cents.

REMARKS.

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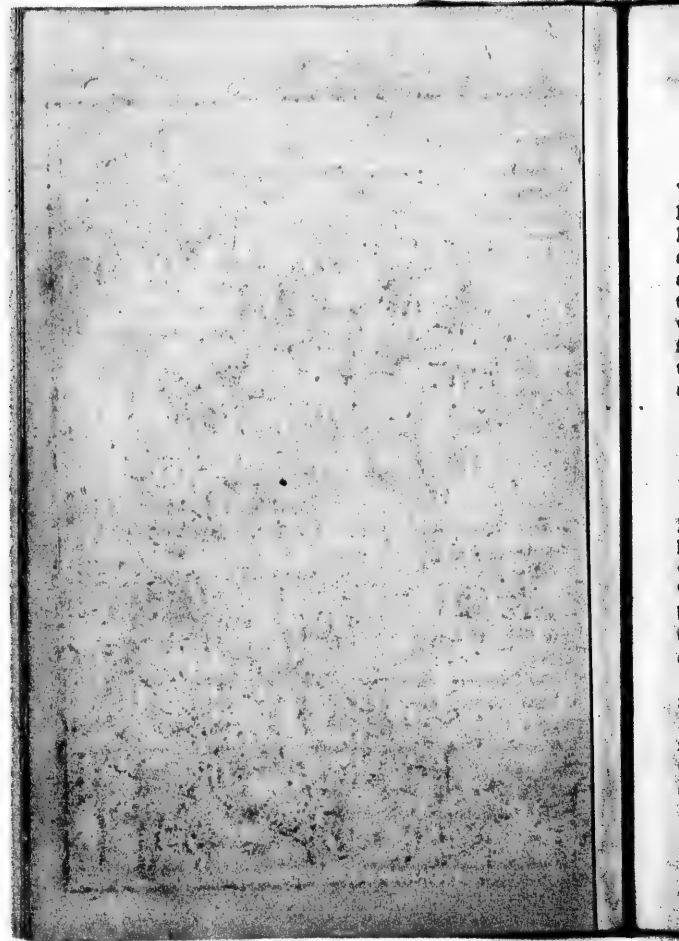




MAP OF THE
NORTH ATLANTIC OCEAN
SHOWING THE SHIPING ROUTES
AND TRADE WINDS

Showing the shipping routes
with their bearings
from their ports
Also the WINDS PLACES and
places of SHIPING

Drawn by W. H. Miller



DISTANCES IN BOSTON FROM THE EXCHANGE IN STATE-STREET.

To the Providence Depot, three-quarters of a mile; the Worcester and Old Colony Depots, two-thirds of a mile; the Boston and Maine Depot, one-third of a mile; the Lowell Depot, two-thirds of a mile; the Eastern Depot, half a mile; Bunker Hill Monument and Navy Yard, a mile and a quarter; Roxbury, two miles and a half; Chelsea, two miles; Cambridge Bridge, three-fourths of a mile; Harvard University, three miles and a half; Mount Auburn, four miles and a half; Fresh Pond, five miles; East Boston, one mile and a third; and to South Boston, one mile and an eighth.

EASTERN RAILROAD.

There are two routes from Boston to Portland, Me.; the Eastern or seaboard route from East Boston, 105 miles in length, and the Boston and Maine, or inland, or upper route, which connects with the Eastern at South Berwick, Me. The distance by the latter route is 100 miles. They are both well-managed roads, and the cars and conveniences upon them not inferior to those upon the best roads in the country.

The Eastern Railroad from Boston to Salem was opened in 1838; to Portsmouth, N. H., in 1840; and to Portland, Me., in 1843. The cost of this road to Portsmouth, fifty-four miles, including a double track to Salem, with locomotives, cars, &c., was \$2,500,000. The Portsmouth, Seacoast and Portland Railroad, fifty-one miles, cost \$1,500,000. Branch roads extend to Marblehead, Danvers, and Gloucester.

ter; the latter cost \$12,140. A new road, connecting Portsmouth with Concord, is in progress, which will be laid down upon the map as soon as it shall be opened for travel.

There are now nine passenger trains running daily from Boston to Lynn and Salem, and back—five trains daily to Newburyport, and back—three trains daily to Portsmouth, and two daily to Portland.

There are also nine daily trains from Salem to Danvers, on the Essex railroad, and eight daily to Marblehead, on the branch railroad to that place.

In order to take the cars from Boston to any place on this route, passengers must purchase their tickets at the depot in Commercial-street, and cross the ferry to East Boston, where is the commencement of the railroad.

The first stopping place on this route is at *Lynn Hotel*, one mile from the town of Lynn. Persons wishing to stop at this great shoe-mart, will leave the cars at the second stopping-place, nine miles from Boston. Fare 25 cents.

Salem, which contains a population of about 17,000, is situated on a peninsula, a short distance from the sea, and twenty miles from Cape Ann. It was formerly extensively engaged in the East India trade, but has greatly declined in commercial importance, most of its shipping having been removed to the port of Boston, although continuing to be owned in Salem. Chestnut-street, one of the handsomest thoroughfares in the country, has rows of elm-trees on either side, and contains many splendid mansions.

The *Museum of the East India Marine Society* is well worthy of a visit, for which tickets of admission can be procured gratis, on application. It is remarkable for the variety and extent of its natural and artificial curiosities, collected from every part of the world.

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The Eastern Railroad passes through a tunnel built under
Hazen-street, and is thence carried over a bridge of consid-
erable length to Beverly. Fare from Boston to Salem, 40
cents.

Marblehead is connected with Salem by railroad. The
enterprises of its inhabitants is chiefly directed to the fisheries,
and the amount of its exports is very considerable. Popula-
tion between 5000 and 6000. Fare from Salem, 6½ cent.

Danvers, two miles northwest of Salem, is connect-
ed with the latter place by railroad. Population about 6000.
The inhabitants are mostly engaged in tanning, and the
manufacture of pottery, boots, shoes, &c. Fare from Salem,
8½ cents.

Beverly, two miles north of Salem, is connected with the
latter place by a bridge across the North River; the bridge,
which was built in 1780, is 1500 feet in length. The inhab-
itants are very generally engaged in the fisheries. Popula-
tion about 5000. Fare 45 cents.

Wenham is a very pleasant town, twenty miles north by
coast of Boston. Population about 2000. Wenham Pond, a
beautiful sheet of water, about a mile square, affords a great
abundance of excellent fish, and is much visited by persons
fond of angling. It is also noted for the quality and quan-
tity of its ice, a large amount of which is yearly exported.
Fare 55 cents.

Ipswich contains about 2000 inhabitants. The country
around is well cultivated and beautifully variegated. Fare
70 cents.

Rowley is an agricultural town much resorted to by fam-
ilies seeking a healthy summer location. Distance from Bos-
ton, twenty-nine miles. Fare 80 cents.

Newburyport lies on a granite scabity, on the south bank

of the Merrimack River, near its union with the Atlantic. It is considered one of the most beautiful towns in New England. In consequence of a sand-bar at the mouth of the harbor, its foreign commerce of late years has greatly declined. The celebrated George Whitefield died in this town in September, 1770. Population of Newburyport about 10,000. *Fare from Boston, \$1.00.*

Salisbury Beach is noted for its beauty and salubrity, and is much visited during the warm season. It is from four to five miles distant from Newburyport.

Seabrook is noted for its whale-boat building, which is carried to a great extent in this town. The inhabitants are mostly mechanics and seamen. Population about 2000. *Fare from Boston, \$1.15.*

Hampton Falls was originally a part of Hampton, from which it was separated and incorporated in 1712. The inhabitants are mostly engaged in agricultural pursuits. Population about 900.

Hampton is pleasantly situated near the Atlantic coast. From elevations in the vicinity, there are fine views of the ocean, the Isle of Shoals, and of the sea-coast from Cape Ann to Portsmouth. *Fare from Boston, \$1.25.* Hampton Beach has now become a favorite place of resort for parties of pleasure, invalids, and those seeking an invigorating air. Great Bear's Head, in this town, is an abrupt eminence extending into the sea, and dividing the beaches on either side. There is here an hotel for the accommodation of visitors. The fishing a short distance from the shore is very good.

The *Isle of Shoals* is distant about nine miles from Hampton and from Portsmouth. There are seven in number. Hog Island, the largest, contains 250 acres, mostly rocky

with the Atlantic. The town in New England at the mouth of the river has greatly declined in this town Newburyport about

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seven miles from Hampton in number.

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and barren. Its greatest elevation is fifty-nine feet above high-water mark. Upon this island is an hotel, recently erected. These rocky isles are a pleasant resort for water parties, and the bracing air, while refreshing to the sedentary, cannot be otherwise than salutary to invalids.

Eye Beach is another noted watering-place on this coast, and is much frequented by persons from the neighboring towns.

Portsmouth, the principal town in the State, and the only seaport, is built on the south side of Piscataqua River. It is in North Latitude $43^{\circ} 4' 54''$, West Longitude $70^{\circ} 45'$. Population about 10,000. Its situation is a fine one, being on a peninsula near the mouth of the river. It is connected by bridges with Kittery in Maine, and Newcastle on Grand Island, at the mouth of the river. The harbor is safe and deep, and is never frozen, its strong tides preventing the formation of ice. There is here a United States Navy Yard, one of the safest and most convenient on the coast. The North America, the first line-of-battle-ship launched in the western hemisphere, was built here during the Revolutionary war. Portsmouth is well supplied with excellent water brought from a fountain three miles distant, and conducted into all the principal streets. *Fare from Boston, \$1.50.*

South Berwick is situated at the point where the Eastern Railroad is intersected by the Boston and Maine Railroad, and is sixty-six miles distant from Boston by the former route and seventy-three by the latter.

Saco, situated on one of the largest rivers in New England, is a port of entry, and has a flourishing trade. From the mouth of the river extends a fine beach five miles in length, called Old Orchard Beach. Population about 6000. *Fare \$2.00.*



Portland from the Fort.

Portland is 188 miles from Boston, 84 southwest from Augusta, the capital of the State, and 550 from Washington, and is in North Latitude $43^{\circ} 20' 30''$, West Longitude $70^{\circ} 30' 30''$. It is pleasantly situated on a peninsula, and on approaching it from the ocean is seen to great advantage. The harbor is defended by forts Preble and Scammel. On the highest point of the peninsula is an observatory seventy feet in height, commanding a fine view of the city, harbor, and islands in Casco Bay. The misty fumes of the White Mountains, sixty miles distant, are discernible in clear weather. The scenery around Portland is noted for its extent, variety, and beauty, and is not surpassed by any similar view in the country.

A railroad connecting this city with Montreal in Canada is in progress, and is already completed to Lewiston, on the Androscoggin, twenty-five miles.

There are several well-kept hotels in Portland, the charges



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BOSTON AND MAINE RAILROAD.

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at which are moderate. Fare from Boston, \$3.00. Usual time, 5½ hours.

Steamboats run in connection with the cars to Hallowell on the Kennebec River, and Bangor on the Penobscot, and intermediate places. A steamboat runs also to Boston each alternate day. Stages leave Portland for the principal places in the State, and for the White Mountains, N. H.

BOSTON AND MAINE RAILROAD.

This railroad is seventy-three miles in length, and was opened from Wilmington in 1843. It cost \$1,297,340. On the 1st of July, 1845, the road was opened to Boston, crossing the Charles River over a viaduct of considerable length, and terminating in a commodious depot at the foot of Union-street, in Haymarket Square. A canal formerly occupied the space between this depot and the river, over which the rails are laid. By this arrangement the cars are brought almost to the commercial centre of the city. The stock of this well-managed and prosperous road is among the best in the country. Cars leave Boston from the above-named depot for Portland daily (Sundays excepted) at 7½ A. M., and 3½ P. M. Returning, leave Portland at 7½ A. M., and 3 P. M. Leave Boston for Haverhill, Mass., and intermediate places, five times daily.

In crossing the river, the State Prison, a granite building situated on Prison Point in Charlestown, is an object of attention. The first stopping-place on this route is at Somerville, two miles distant from Boston. Fare 5 cents.

Malden, five miles from Boston, is noted for its dyeing establishments. Fare 12 cents. Stoughton, three miles

beyond, has a population of about 2000, which is principally occupied in making shoes. Fare 18 cents. In this town is *Spot Pond*, a beautiful sheet of pure water, covering an area of 263 acres, and which is 143 feet above high-water mark in Boston Harbor.

South Reading is a neat and flourishing place, where shoes, cabinet-ware, and other articles, are extensively manufactured. Fare 25 cents. A large and beautiful pond, the source of the Saugus River, is not far distant.

Reading is another important boot and shoe mart. Fare 30 cents.

Wilmington is seventeen miles from Boston. Here the Boston and Maine Railroad formerly commenced: it is united with the Lowell Railroad at the depot, two miles south of the village. The town is noted for its growth of hops, of which large quantities are annually produced. Fare 40 cents.

Andover, a beautiful town, and under excellent cultivation, has been long celebrated for its literary and theological institutions. Fare 60 cents.

At North Andover is a branch road leading to the new city of *Lawrence*, which is situated on the Merrimack at its junction with the Spicket River. The water-power of Lawrence is very great, and will no doubt make it an important manufacturing place. Its population already amounts to several thousands, and it is estimated that by the close of the present year it will number not less than 10,000 inhabitants. A railroad, which is to connect this city with Lowell, is already in progress.

Bradford is pleasantly situated on the Merrimack River. The surface of the town is uneven, and the soil various, but much of the land is of a superior quality. The inhabitants

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Merrimack River.
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are principally engaged in the making of boots and shoes. A bridge 750 feet in length connects this town with Haverhill on the opposite side of the river. Population about 3000. Fare from Boston, 85 cents.

Haverhill, a handsomely built town, is delightfully located at the head of navigation on the Merrimack, and is so situated as to command a large inland trade. Boots and shoes, Morocco leather, hats, cabinet-ware, and many other articles, are extensively made here. Population about 5000. Fare from Boston, 85 cents.

Plaistow, N. H., is an old town, having obtained its charter in 1749. Population about 800. Fare \$1.00.

Rosier is a beautiful town, forty-nine miles north of Boston, fourteen southwest of Portsmouth, and forty southeast of Concord, the capital of the State. Cotton goods, Morocco leather, paper, blank books, &c., are extensively made here. Population about 3000. Fare \$1.50.

Dover, N. H., one of the most important towns in the State, is situated on the Cobscook River, at the head of navigation, about twelve miles from the ocean. The falls in this river, whose name they bear, have a sudden descent of thirty-two feet. Upon these falls have been erected the mills of the "Cobscook Cotton Manufacturing Company," incorporated in 1880. This company has a capital of more than a million of dollars invested, and employs upwards of 1000 persons. The "mills" in Dover are well worthy of a visit. Fare from Boston, \$1.75.

Somersworth, on the Salmon Falls River, is a flourishing town with an extensive water-power. The river is of sufficient depth for vessels of 250 tons.—Great Falls is a large and extensive manufacturing village.—At South Berwick the Boston and Maine Railroad unites with the Portsmouth

and Haco Railroad. For the continuation of the route to Portland, see page 48.

BOSTON AND LOWELL RAILROAD.

This road, which was opened in 1835, crosses the Charles River on a viaduct, and thence proceeds in a northwesterly direction to Lowell, twenty-six miles, running nearly parallel with the Middlesex Canal. The country passed over is uneven, but the average of inclination does not vary over ten feet in a mile, so well is the grade preserved. It is undoubtedly one of the best roads in the country, and the amount of business done upon it is astonishing. There are two tracks, which are constructed upon stone and iron. A branch road extends to Woburn Centre, a distance of two miles. The entire cost of this road, including depots, engines, cars, &c., was \$1,340,418. The Nashua and Lowell Railroad, fifteen miles, cost \$400,000; and the Concord Railroad from Nashua, thirty-five miles, cost \$800,000. The depot of this railroad is in Lowell-street, near the Charles River. On the opposite side of the river to East Cambridge, a flourishing place, with many extensive manufactories, of which the glass-works are the most important. About half a million dollars worth of glass is manufactured here annually.

Medford is a beautiful town situated at the head of navigation on Mystic River. It is noted for its ship-building, many fine vessels being annually built here. Fare from Boston, 15 cents.

Woburn has a varied and pleasing aspect, and contains some beautiful farms. Horn Pond in this town is a delightful sheet of water, surrounded by evergreen, and is so remarkable for its rural beauties as to attract many visitors.

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BOSTON AND LOWELL RAILROAD.

from a distance. Fare to South Woburn, 30 cents, and to Woburn, 35 cents. A branch railroad extends from South Woburn to Woburn Centre, a distance of two miles.

Lowell is termed the Manchester of America, and is remarkable for the extent of its water-power, its rapid growth, and the perfection and variety of its manufactures. It lies on the south side of the Merrimack River, at its junction with Concord River. In 1815, the site where the city stands was a wilderness, with the exception of a few isolated dwellings—it has now thirteen manufacturing corporations, embracing a capital of \$11,400,000, and numbering forty-five mills. These mills employ 7,515 female and 2,340 male operatives. There are other manufacturing establishments in the city not incorporated, employing a capital of \$310,750, and about 1000 hands. Two new cotton-mills have just been built, one by the Merrimack Company, containing 23,634 spindles and 640 looms—and one by the Hamilton Company, of sufficient capacity for 20,000 spindles and 400 looms. The whole fall of the Merrimack at this place is thirty feet, and the quantity of water never falls short of 2000 cubic feet per second, and is very rarely so low as that. The goods manufactured in Lowell consist of broadcloths, sheetings, calicoes, carpets, rugs, cambrics, and many other useful articles. A railroad connects Lowell with the new city of Lawrence. Fare from Boston to Lowell, 65 cents. Time, 1 hour.

Nashua is the centre of a considerable trade, and the seat of important manufactures. The volume of water afforded by the Nashua River, at the driest season of the year, is 100 cubic feet per second. Population, according to the census of 1847, is 7531. Fare \$1.00.

Littlefield, on the east side of the Merrimack, is a good

agricultural town. In the townships are two ferries, Thornton's and Reed's. Population about 600. Fare to Thornton's Ferry, \$1.10, and to Reed's Ferry, \$1.25.

Manchester is on the east side of the Merrimack, eighty-nine miles from Boston: it received a city charter in 1848. The river here affords immense water-power, and manufacturing is extensively carried on. The growth of Manchester has been so rapid, that it now almost rivals Lowell. The population of this place, as shown by a recent census, is 19,388—increase in one year, 2162. Fare \$1.45.

Concord, the capital of the State of New Hampshire, and chief town of the county of Merrimack, lies on both sides of Merrimack River, and is seventy-six miles northwest of Boston. The principal village, and seat of most of the business of the town, is on the western side of the river, extending nearly two miles, and is one of the most healthy and pleasantly situated villages in New England. The State House occupies a beautiful site in the centre of the village, and is constructed of brown granite. It is 126 feet in length, 48 in width, and rises two stories above the basement. The State Prison, a massive granite structure, is located here. Population between 5000 and 6000. Fare from Boston, \$1.75. Time 2½ hours.

THE NORTHERN RAILROAD, N. H.

between Concord and Franklin, a distance of eighteen miles, was opened to the public on Monday, Dec. 20th, 1865, and in July, 1867, the east was running to North Andover, a further distance of 60 miles. By the close of the year it will probably be opened through to the mouth of the White River. There it is to meet the Vermont Central

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BOSTON, CONCORD, AND MONTREAL RAILROAD. 57

tral Road which is to run up the White River, through the
 centre of the State, to Montpelier; thence to Burlington,
 on Lake Champlain—there uniting with a line of steam-
 boats; then up the Lake, and the St. John's River, to St.
 John's; and thence by the La Prairie Railroad to Montreal,
 in Canada.

The whole original capital stock of the Northern Railroad
 Company was \$1,500,000, with the right to increase it if
 found necessary. The cost of the road, as far as completed,
 has averaged about \$25,000 per mile. The receipts of
 income on the road from Concord to Bennington, eighteen
 miles, during the first two months, exceeded the sum of
 \$2000, and the net receipts, after deducting expenses, were
 equal to a profit of 8½ per cent. per annum.

The trains now run on this part of the road 100 miles per
 day, three times in each direction.

BOSTON, CONCORD, AND MONTREAL RAILROAD.

This is a new road, and is in course of construction from
 Concord to Bennington Bridge, a distance of eighteen miles,
 and to Meredith Bridge, nine miles further. It will shortly
 be carried to Plymouth, on the Merrimack, or Pennesseewassee
 River, eighteen miles from Meredith Bridge—making the
 distance from Concord forty-five miles. The total cost of
 the road from Concord to Bennington Bridge, eighteen miles,
 is estimated at \$150,000, and to Meredith Bridge, twenty-
 seven miles, at \$242,700. From Plymouth the road is to
 pass through one of the best farming and lumber regions of
 the State, ensuring ultimately the construction of the entire
 road contemplated in the charter.



The Wheat House, White Mountains.

WHITE MOUNTAINS.

These Mountains are situated in the State of New Hampshire, in the county of Coos, and extend from southwest to northeast, about twenty miles. They are, with the exception of the Rocky Mountains, the highest in the United States. Mount Washington, 6,948 feet above the level of the sea, is the most elevated peak of this region. The others are Mount Adams, 5,767 feet; Mount Jefferson, 5,665; Madison, 5,384; Monroe, 5,308; Franklin, 4,884; and La Fayette, 4,758. The former is the most southern of the three highest peaks, and may be known by its superior elevation. Mount Adams, the second north of Mount Washington, may be known by its sharp terminating peak. Jefferson is

situated between the two above mentioned. *Madison* is the most eastern peak of the range. *Monroe* is the first to the south of Washington. *Franklin* is the second south, and is known by its level surface. *La Fayette* is known by its conical shape, and being the third south of Washington. The ascent to the summits of these mountains, though fatiguing, is not dangerous, and the visitor is richly rewarded for his exertion. In passing from the notch to the highest summit, the traveller crosses the tops of Mounts *La Fayette*, *Franklin*, and *Monroe*. In accomplishing this, he must pass through a forest, and cross several ravines. These chasms are filled up with trees, exactly even with the mountain, on either side, their branches interlocking with each other in such a manner as to make it difficult to pass through them, and they are so stiff and thick as almost to support a person's weight.

Mount *La Fayette* is easily ascended; its top, to the extent of five or six acres, is smooth, and gradually slopes away from its centre. The prospect from this summit is beautiful. To the north the eye is dazzled with the splendor of Mount Washington. On descending this mountain, a small pond of water is found at its base; from which the ascent is gradual to the summit of Mount *Franklin*. After crossing this mountain, you pass over the east pinnacle of Mount *Monroe*, and soon find yourself on a plain of some extent, at the foot of Mount Washington. Here is a fine resting-place, on the margin of a beautiful sheet of water, of an oval form, covering about three-fourths of an acre. Directly before you the pinnacle of Mount Washington rises with majestic grandeur, elevated about 1500 feet above the plain, and presenting a variety of colors and forms. A walk of half an hour will generally carry one to the summit. The view

from this point is wonderfully grand and picturesque. Innumerable mountains, lakes, ponds, rivers, towns, and villages meet the eye, and in the distance may be seen the waters of the Atlantic stretching along the dim horizon. To the north is seen the lofty summits of Adams and Jefferson; and to the east, a little detached from the range, stands Mount Madison. During two-thirds of the year, the summits of these mountains are covered with snow and ice, giving them a bright and dawning appearance.

The *Notch of the White Mountains* is a term applied to a very narrow defile, extending two miles in length between huge cliffs, apparently rent asunder by some vast convulsion of nature. The entrance of the chasm on the east side, is formed by two rocks standing perpendicularly at the distance of about twenty feet from each other. The road from Portland to Lancaster on the Connecticut River, passes through this notch, following the course of the head stream of the Saco River. A short distance from the commencement of the chasm is a beautiful cascade, issuing from a mountain on the right; the stream passes over a series of rocks almost perpendicular, with a course so little broken as to preserve the appearance of a uniform current. This stream, which is probably one of the most beautiful in the world, falls over a stupendous precipice, forming the *Silver Cascade*.

About a mile distant from the Notch is the *Flume*, a stream of water falling over three precipices from a height of about 250 feet. It falls over the two first in a single stream, and over the last in three; these are again united at the bottom in a natural basin formed in the rocks. The *Second Flume* is the largest and most beautiful.

The *Wiley House* stands in the Notch, on the westerly side of the road, a short distance from the high bluff which

rise to the height of about 3000 feet. This was formerly occupied by Captain Willey, his wife, five children, and two men, all of whom were destroyed on the 26th of August, 1866, by an avalanche or slide from the mountains.

"Nearly in range of the house, a slide from the extreme point of the westerly hill came down in a drop and horrible mass to within about five rods of the dwelling, where its course appears to have been checked by a large block of granite, which falling on a flat surface, bucked the rolling mass for a moment until it separated into two streams, one of which rushed down to the north end of the house, crushing the barn, and spreading itself over the meadow; the other passing down on the south side, and swallowing up the unfortunate beings, who probably attempted to fly to a shelter, which, it is said, had been erected a few rods distant. This shelter, whatever it might have been, was completely overwhelmed; rocks weighing from ten to fifty tons, being scattered about the place, and indeed in every direction, rendering escape utterly impossible. The house remained untouched, though large stones and trunks of trees made fearful approaches to its walls, and the moving mass, which separated behind the building, again united in its front! The house alone could have been their refuge from the horrible uproar around, the only spot untouched by the crumbling and consuming power of the storm."

A large three-story hotel, painted white, now occupies the site of the Willey House, yet this curiosity has been preserved and forms part of the establishment. In the summer of 1866, when digging the foundation for this hotel, the bones of one of the children of Captain Willey were discovered.

ROUTES TO THE WHITE MOUNTAINS.

Portland Route.—As there are various routes from Boston to the White Mountains, the traveller has his choice of them, whether for business or pleasure; we shall now proceed to direct him by the way of Portland.

The cars leave Boston for Portland in the morning and afternoon, and an express train leaves in the evening; by the latter, the traveller will reach Portland at 10 o'clock, P. M., in time for a night's rest, and the next morning can take the stage for the mountains. If he is disposed to tarry a few hours in Portland, he can take the cars in Boston, after breakfast, and arrive at Portland in time for dinner. The White Mountain stages leave the American House, and General Stage-office, Portland, every day during the summer season (except Sundays) at 7 o'clock, A. M. After breakfast you take the stage, on your way to the mountains, and passing through Gorham 5 miles, Standish 11, Baldwin 19, Eiram 20, Brownfield 22, Fryeburg 42, you at last reach Conway, a distance of 57 miles from Portland, which is the centre of all the eastern routes, and where the traveller finds excellent accommodations for the night. The next day you will have an opportunity of visiting the Crawford House, and the morning after may prepare for the ascent of the White Mountains. The distance from Boston by this route is about 175 miles.

Dover Route.—Another agreeable route from Boston to the White Mountains, is by the way of Dover, N. H. This latter place is reached by taking the cars of the Boston and Maine Railroad, and is 66 miles distant. Here we take the stage and proceed to Alton, at the southeastern extremity of Winnepesaukee Lake, 20 miles; thence by steamboat, up

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WHITE MOUNTAINS.

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the Lake to Centre Harbor, 20 miles; by stage to Conway,
a further distance of about 30 miles; and from thence to
the White Mountains as before; making the distance from
Boston, by this route, about 180 miles.

Concord Route.—Travellers take the cars at the Lowell
Depot, in Boston, passing through the busy towns of Lowell,
Hudson, and Manchester, to Concord, the capital of the State,
76 miles. On the arrival of the first train from Boston, at
11½ o'clock, A. M., the stage is in readiness to convey passen-
gers to Conway, 70 miles distant, passing through the Shaker
village in Canterbury, 12 miles, or by Sanbornton Bridge, 15
miles; from Concord to Meredith Bridge, you pass on through
Meredith Village to Centre Harbor, 4 miles, which is at the
northwestern extremity of Lake Winnipisseege. At this
place you have an extensive view of the lake, which is one
of great beauty and attraction. From Centre Harbor to
Moultonborough is 5 miles, to Sandwich 2, to Tamworth
12, to Eaton 6, to Conway 8, to Bartlett 10, to the entrance
of the Notch 12, and from thence to the Crawford House,
is 12 miles. This latter place is situated about 9 miles
from the summit of Mount Washington. The distance from
Boston by this route is about 185 miles.

The Connecticut River Route.—The White Mountains
are also reached by the way of the New Haven, Hartford,
and Springfield Railroad; and by the Connecticut River Rail-
road, from the latter place to Greenfield, thence by stage to
Bridgewater, Windsor, Hanover, and Haverhill, to Littleton,
towns on the Connecticut River; thence in a southeasterly
direction to Bethlehem: from Bethlehem to the Crawford
House, is 16 miles. The distance from New-York city by
this route is about 220 miles.

Route up the Hudson River and across the State of Ver-

ment to the *White Mountains*.—There is another route from New-York, by the way of Albany and the Champlain Canal to Whitehall, at the foot of Lake Champlain; from thence we take the steamboat to Burlington, Vt., 70 miles. From this beautiful town the Green Hills are crossed to Montpelier, the capital of the State, 40 miles, which is situated in a delightful valley. From Montpelier we cross to Littleton, N. H., on the Connecticut River, 40 miles; and from Littleton through Bethlehem to the Crawford House is about 18 miles; from thence to the ascent of the *White Mountains*, as before described. By this route the distance is about 268 miles.

FITCHBURG RAILROAD.

The depot of this road is at present in Charlestown, situated near the Warren Bridge, which is almost as convenient as though the terminus were in Boston.

The freight depot of this company is 250 feet in length by 60 in width, and the passengers' depot is 250 by 54 feet.

The legislature of Massachusetts has, by a bill, empowered this company to construct a bridge across Charles River, and to erect a depot in Boston, increasing their capital \$300,000 for that purpose.

This road was opened for travel to Fitchburg in March, 1845, and extends a distance of 50 miles, having cost \$1,763,400. It is designed to extend it to Montreal, on the St. Lawrence, passing through Burlington, Vermont.

In September, 1846, a branch road, six miles in length, connecting with the Fitchburg, was opened to Lexington, through East Cambridge. The Fresh Pond branch road is under the control of this company.

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The Fitchburg Railroad is undoubtedly one of the best roads in the country, and the business, both in freight and passengers, is steadily increasing. The construction of this road has been the means of developing the resources of the towns through which it passes. Its stock stands very high in the market.

The city of Charlestown is built on a peninsula, formed by the Charles and Mystic Rivers, and is connected with Boston by two bridges—by one with Chelsea and Malden, over the Mystic River—and with Cambridge, by a bridge over the Charles River. This place contains many handsome edifices. Population about 15,000.

The *Bunker Hill Monument* is in Charlestown, the site of which is 65 feet above the level of the sea. It is built of brown granite, is 31 feet square at the base, 15 feet square at the top, and 220 feet in height. From the summit there is a very extensive and delightful view.

The *United States Navy Yard*, which is in this town, was established about the year 1798. It contains about 60 acres, and is enclosed by a high wall built of stone in the most substantial manner. It contains three large ship-houses where vessels of war of the first class are built, an extensive rope-walk, houses for the officers, and many other buildings. The *Dry Dock*, a piece of masonry unrivalled by any other of its kind in the country, is built of brown granite, and is 341 feet in length, 60 in width, and 30 in depth, and cost \$670,000. It was completed in June, 1833, and the first vessel received in this dock was the frigate *Constitution*.

Charlestown also contains the *State Prison*, which was founded in the year 1800. Visitors are admitted within its walls by paying a fee of twenty-five cents.

West Cambridge is a very pleasant town, containing

numerous country seats and well-cultivated farms. Spy Pond and a part of Fresh Pond lie in this town; they both abound with fish, and are popular places of resort in the summer season. They also furnish large quantities of ice, much of which is exported. *Fare to West Cambridge, 15 cents; to Lexington, 25 cents.*

Waltham, ten miles from Boston, is one of the most beautiful towns in its vicinity. From Prospect Hill, which is elevated nearly 500 feet above the level of the sea, is a fine view of the surrounding country, with Boston and its noble harbor in the distance. *Fare 25 cents.*

Woburn, formerly a part of Watertown, from which it was taken in 1713, is a well cultivated town 14 miles from Boston. *Fare 30 cents; to Lincoln, 40 cents.*

Concord is situated on the river of the same name, 30 miles from Boston. It is noted as the place where the first effectual resistance was made, and the first British blood shed, in the Revolutionary war. On the 19th of April, 1775, a party of British troops was ordered by Gen. Gage to proceed to this place to destroy some military stores, which had been deposited here by the province. The troops were met at the north bridge by the people of Concord and the neighboring towns, and forcibly repulsed. A handsome granite monument, erected in 1836, commemorates the heroic and patriotic achievement. Population about 2000. *Fare 50 cents.*

Acton, till 1735, formed a part of Concord. Nagog Pond is in this town, and is much visited. *Fare to South Acton, 25 cents, and to West Acton, 25 cents.*

Haverford is becoming important for its manufacture of paper. In this town reside an industrious community of Shakers, who own a considerable tract of land about three

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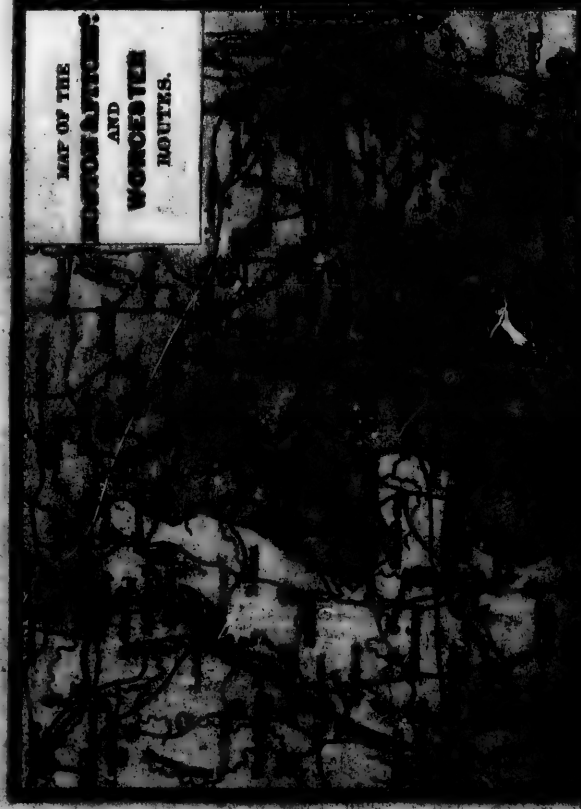
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MAP OF THE
BOSTON AREA
AND
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MAP OF THE

MAP OF THE
WESTERN R.R.
TO
SPRINGFIELD.
BOSTON & ALBANY
ROUTE.



Copyright 1887 by the Western Railroad, Boston, Mass.



salmon from the centre of the town, and supply the market with a variety of things. This town contains some fine fish-ponds. Fare 90 cents.

Groton is one of the finest towns in Middlesex County. Its local beauties are very great, and its schools (for which it is famous) are admirably conducted. Fare 90 cents.

Fitchburg, since the completion of the railroad, has increased both in population and importance. It is situated on a branch of the Nashua River, which affords an extensive and constant water-power. The manufactures of the town consist of cotton and woolen goods, leather, boots and shoes, paper, and a variety of other articles. Population, upwards of 3000. Fare \$1.25. Usual time from Boston, 2½ hours.

Buses will connect at Fitchburg with the fast trains from Charlestown, for all the principal towns in Western Massachusetts, New Hampshire, Vermont, and the Canadian.

Passengers leaving Boston on Mondays, Wednesdays and Fridays, at 7½ A. M., will arrive at Montpelier the next day at 12 M., and at Burlington in the afternoon, via Charlestown, N. H., and Woodstock, Vt.; and Tuesdays, Thursdays and Saturdays, they will arrive at Montpelier and Burlington at the same hour, via Windsor, Vt., or they will be carried through to Burlington in two days, via Rutland, by leaving Boston any week-day at 7½ A. M.

BOSTON AND WORCESTER RAILROAD.

This road was commenced in 1827, and opened for travel in 1832; it is sixty-four miles in length, and cost \$2,425,000, including branch roads, freight cars, depots, &c. Its cars

in Boston is on the corner of Beach and Lincoln streets, directly opposite the United States Hotel. It passes under Washington-street, and then proceeds westerly over a substantial bridge across what is termed the *Beak Bay*, and then through many pleasant towns, stopping at each of the depots for passengers and freight.

Brighton, the first stopping-place on this route, five miles from Boston, is a pleasant town, situated on the south side of Charles River. It is noted for its cattle market, the largest in New England. Monday is the market day, when buyers and sellers congregate in large numbers, to traffic in live-stock. This town has become the residence of many persons of wealth and taste, who occupy beautiful country-seats with splendid gardens attached. Winship's garden is noted for its nursery of fine fruit-trees and shrubbery, and for its grand display of fruits and flowers of every variety. It is free to visitors. Fare from Boston to Brighton, 17 cents.

Newton is both an agricultural and a manufacturing town. Its borders are washed by the Charles River for several miles in extent. There are two sets of falls on that river in this town, two miles apart, called the *Upper* and *Lower Falls*, on which are extensive paper-mills, and other manufacturing establishments. There is here a Theological Seminary, which was established in 1825. *Newton Corner*, or *Angier's Corner*, and *West Newton*, villages in this town, are growing places. A branch railroad running along the west bank of Charles River, connects Lower Falls with the Worcester Railroad. Fare to Newton Corner 30 cents, and to West Newton, 25 cents.

Needham is now quite a manufacturing town, having several paper-mills, a chocolate-mill, a coach and car manufactory, and manufacturing of shoes, hats, &c. It lies about

quarries of stone, which are becoming yearly more valuable. *Fare to East Needham, 35 cents; to West Needham, 45 cents.*

Natick, called by the Indians "the place of hills," is watered in part by the Charles River: it contains several delightful ponds, well stored with fish. The southern part of *Long Pond* is in this town, and is seen from the cars while passing. A branch road extends from *Natick* to *Saxonville*, in the town of *Frammingham*, four miles in length, which in part of its course is carried over *Long Pond*. The first *Indian Church* in New England was established here in 1600, under the direction of the apostle *Elliot*. Population, 1500. *Fare 45 cents.*

Frammingham, twenty-one miles from Boston, has the *Sudbury River* passing through its centre. Its fishing, fowling, and other sports, make it an agreeable place of resort. *Saxonville*, in the northeastern section of the town, is where the chief water-power lies. From *Long Pond* in *Frammingham*, the city of Boston will be supplied with excellent water. Population of the town about 3250. *Fare 55 cents.*

Highiston, twenty-four miles from Boston, is a place of growing importance, rapidly increasing in population and wealth. The *Mineral Spring* in this town is now much resorted to. (Persons desirous of visiting this celebrated place, should leave the cars at *Worcester*, eight miles west from *Highiston*, and three and a half northwest of the *Spring*.) It is situated near *Whitchell Pond*, a place famous for its fishing, with the attraction also of a fine hotel, at which visitors for health or pleasure meet with most agreeable entertainment. The waters of the *Mineral Spring* contain carbonic acid, and sulphurets of lime and iron. *Fare to Highiston,*

65 cents; to Southboro', 80 cents; and to Westboro', thirty-two miles from Boston, 90 cents.

Grafton is the next town, seven miles this side of Worcester. The Blackstone River and other streams give this town a constant and valuable water-power. After leaving Grafton, the Worcester Railroad passes through the north corner of the town of Millbury, from which a branch road extends to the village, on the Blackstone River.

Worcester, the capital of the county of the same name, is a large and flourishing town, situated in the "heart of the Commonwealth," and is the centre of a great inland trade. The population amounts to about 12,000. Worcester is situated forty-four miles from Boston, forty-five from Providence, fifty-four from Springfield, forty from Nashua, N. H., fifty-nine from Norwich, seventy-nine from Hartford, one hundred and fifty-six from Albany, and one hundred and ninety-four from New-York via Norwich.

Worcester is the centre of an important railroad communication, which makes it one of the greatest thoroughfares in the country, and contributes much to its growth and prosperity. It has railroads diverging from it, on the east, to Boston; on the west, to Springfield and Albany; in a south-east direction, to Providence, R. I.; on the south, to Norwich and Allyn's Point, Ct.,—from the latter of which places there is communication by steamboat with New-York: it is also connected, in a northeast direction, with Nashua, N. H. The Blackstone Canal extends from Worcester to Providence, on both sides of the Blackstone River, forty-five miles. The village, pleasantly situated in a valley surrounded by hills of slight acclivity, is one of the finest in New England. It is abundantly supplied with water, brought through an aqueduct from the neighboring hills. Main street, the most

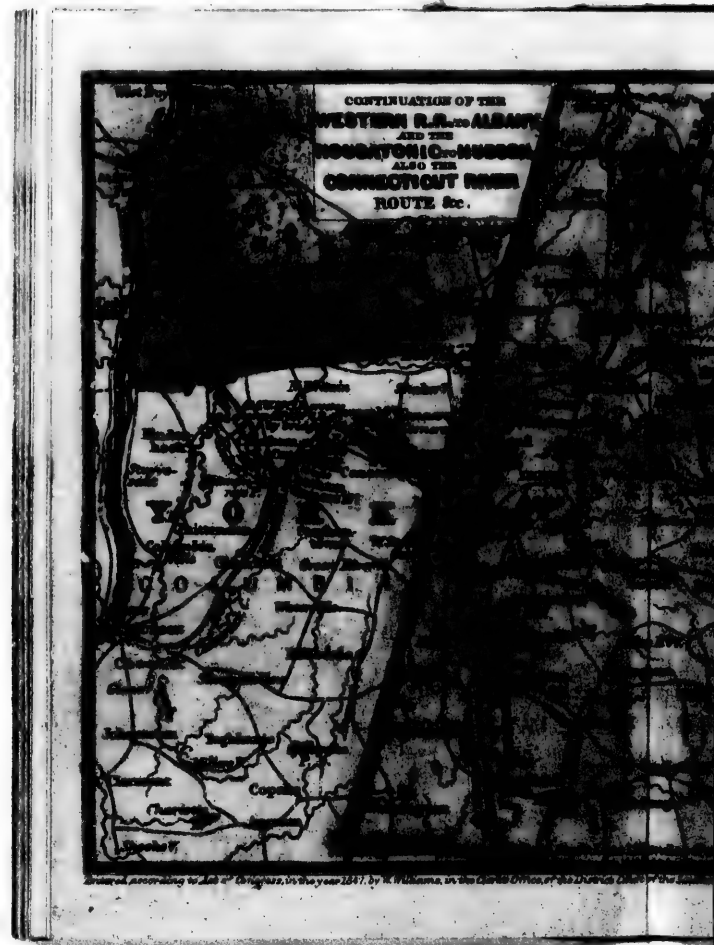
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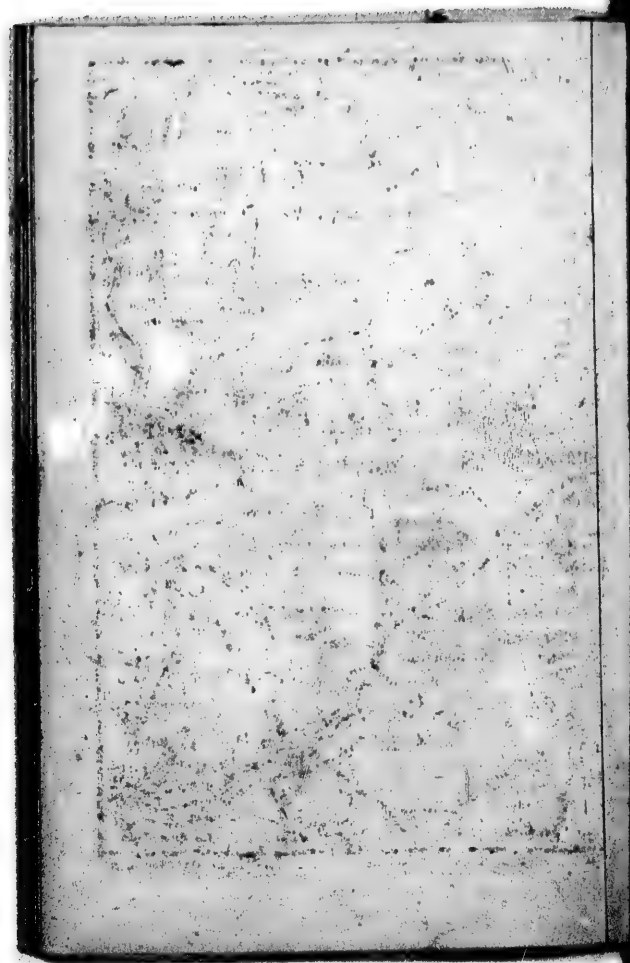
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Of the same name, is the "heart of the great inland trade." Worcester is forty-five from Providence, N. H., from Hartford, and one hundred and

At railroad communication throughout in growth and power it, on the east, to Albany; to the south, to Hartford; of which places with New York: it is with Boston, N. H. Worcester to Providence, forty-five miles. Valley surrounded by water in New England. brought through on Main street, the main









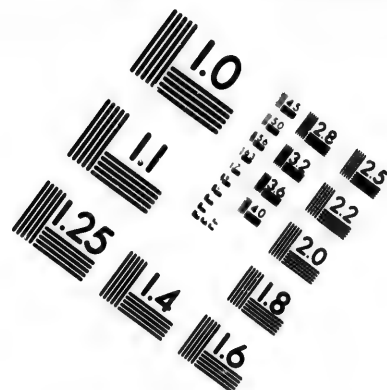
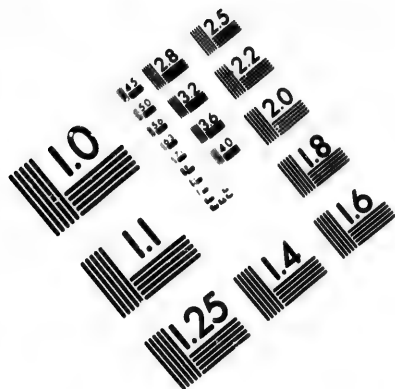
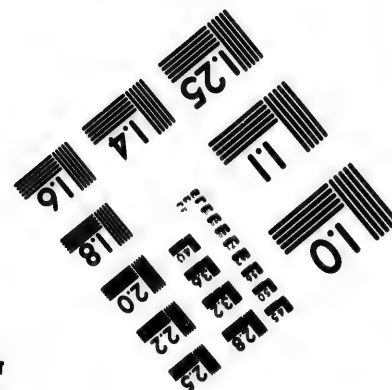
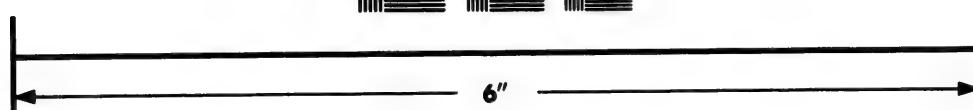
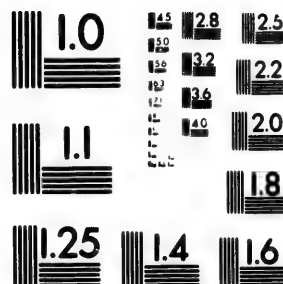
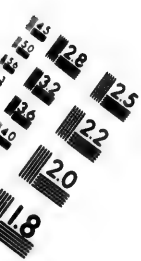


IMAGE EVALUATION TEST TARGET (MT-3)



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important, is broad and handsome, shaded with trees, and more than a mile in length, containing many fine buildings both public and private.

The *American Antiquarian Society* at this place was founded in 1819, by the late Isaiah Thomas, LL.D., the father of printing in New England. The Hall of this society, erected in 1830, has a central building forty-six feet long and thirty-six wide, with a neat Doric portico, and two wings twenty-eight feet long and twenty-one feet wide. The Society has a library of 12,000 volumes, a large and valuable cabinet of antiquities, and many interesting specimens of early printing.

The *State Lunatic Asylum*, established here in 1828, consists of a centre building seventy-six feet long, forty feet wide, and four stories high, with two wings, each ninety feet long, thirty-six feet wide, and three stories high. At each end of the wings are two other buildings one hundred and thirty-four feet long and thirty-four feet wide, forming, with the main building, three sides of a spacious square, all built of brick. The interior arrangements are admirably suited for the accommodation of the different classes of patients, and on the whole it is one of the best institutions in the country. Fare from Boston to Worcester, \$1.25. Usual time about 2 hours.

WESTERN RAILROAD.

The depot of this important road is situated on the corner of Lincoln and Beech streets (the same depot as the Boston and Worcester); at the South Cove, and directly opposite the United States Hotel.

This road connects with the Boston and Worcester Rail-

road at Worcester, and is 118 miles in length; and the Albany and West Stockbridge Railroad, connecting with the Western at the State Line, is 30 miles. The entire length of the road from Boston to Albany is 200 miles.

The merchandise-depot of this railroad is said to be the largest in the country. It is 190 feet wide, and 400 feet long, occupying an area of 55,900 square feet, or nearly two acres of land. The roof, which is 190 feet span, rests wholly on the walls, and without any other support. The walls are built of hick, are eighteen feet high, and twenty inches in thickness, and where the rafters rest upon them the thickness is doubled. The entire space within these walls is one immense room, unbroken even by a single pillar, and is usually filled with piles of merchandise. The cars from Albany on the east track deliver their freight—consisting chiefly of the produce and provisions of Western New-York, and the varied manufactures of Worcester, Springfield, and the towns adjacent to the road—on an ample platform furnished with scales, on a level with the cars. The cars on the west track, for Albany, and the intermediate places, are at the same time receiving groceries, dye-stuff, wool, cotton, and a variety of other articles, in incredible quantities.

The Western Railroad was chartered in March, 1833, and opened for travel from Worcester to Springfield in 1835, and as far as Albany on the Hudson River in 1842. The cost of this road (156 miles) has been \$3,100,700. Its gross receipts between Worcester and Albany, in 1846, was \$254,417.50, an increase of \$140,237.50 over 1845.

This road is built in the most substantial manner, and is considered a model work of its kind. The engineering difficulties upon this road were very great, in consequence of the elevated and rugged sections of the country through which

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it passes to reach the western boundary of the State of Mas-
sachusetts. Between Worcester and Spencer, a distance of
30 miles, it crosses a chain of hills whose elevation is 900 feet
above tide-water in Boston harbor. After leaving Springfield,
it ascends by the valley of the Westfield River, crossing and
re-crossing that stream and its branches twenty-seven times,
owing to the rocky and unfavorable nature of this part of
the State. In the township of Washington this road crosses
a summit of 1400 feet, and twenty miles further north of
910 feet above tide-water, with grades eighty-four feet to the
mile.

The importance of this road to Boston, and that section of
the country through which its route lies, is demonstrated by
the increasing amount of business yearly transacted upon it,
both in passengers and freight. It is said that such is the
regularity and precision with which the locomotives and
trains from Boston to Albany perform the distance of 200
miles, that the farmers on the line set their clocks by them.

The Pittsfield and North Adams Railroad, eighteen miles
in length, was opened for travel in October, 1845. It is a
branch of the Western Railroad, and under the control of
the same company. According to its charter the capital
stock was not to exceed \$100,000.

Cars for Albany and Troy leave the depot in Boston twice
daily (Sundays excepted). Those leaving in the morning
reach Springfield in time to dine, and where the cars stop
half an hour. Those leaving Boston in the afternoon stop
over night at Springfield, leaving the next morning for Al-
bany; arriving there about the middle of the day. Usual
time between Boston and Albany, ten hours. Summer fare,
\$5.00; winter fare, \$6.00. The trains for Troy leave
Greenwich on the arrival of the trains from Boston.

Springfield, the most important town upon this route, is situated upon the east bank of the Connecticut River, 98 miles from Boston, 108 from Albany, 18 from Northampton, 36 from Greenfield (the present termination of the Connecticut River Railroad), 26 miles from Hartford, Ct., and 148 from the city of New-York.

Springfield is the centre of a large inland and river trade, its natural as well as artificial advantages rendering it one of the most important commercial depots on the Connecticut River. It has railroads diverging from it, on the east to Boston, on the west to Albany, N. Y., on the north to Greenfield (this road will probably soon be extended to Montreal in Canada), on the south to Hartford and New-Haven, and by the New-York and New-Haven road (now building) with the great commercial depot of the Union.

The houses in Springfield are well made and uniformly built of brick, and the appearance of the town is lively and cheerful. Main-street, the principal, is about two miles and a half in length, and runs parallel with the river. The chief part of the business of Springfield is transacted in this street.

During the season of navigation, steamboats ply between this place and Hartford, and other towns on the river.

The United States Arsenal, at this place, is the most extensive in the country. It is situated on an elevated plain about half a mile from the village. The buildings, which are of brick, are arranged around a square of about twenty acres, presenting a handsome appearance. There is a capitol on one of them, from which there is a delightful view of the river and surrounding country. There are about 200 men employed in the Arsenal in manufacturing fire-arms and other warlike apparatuses. About 15,000 muskets are annually made here, and 100,000 are stored in the buildings.

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connected with this establishment. There are several well-kept hotels in Springfield, where the traveller will find excellent accommodations at a reasonable rate. Fare from Boston, \$2.75. Time about 5 hours.

West Springfield, on the west side of the river, and two miles above Springfield, is connected with the latter place by a bridge over the Connecticut, four ferries, and also by the Western Railroad, which passes through this town. It is equi-distant from Boston and Albany.

Westfield, on the river of the same name, is a delightful town, possessing great natural beauties. It lies in a valley about four miles in diameter, and is surrounded by hills of considerable height. The Hampshire and Hampden Canal passes through this town, which is 100 miles from Boston. Fare \$2.55.

Pittsfield, a large manufacturing and agricultural town, elevated 1000 feet above the level of the sea, lies 151 miles west from Boston, and 49 miles east from Albany. The village is beautifully situated, and contains many handsome dwellings. In this village there is still standing one of the original forest trees—a large elm, 180 feet in height, and 90 feet to the lowest limb,—an interesting relic of the primitive woods, and justly esteemed a curiosity by persons visiting this place. Pittsfield contains a medical institution, and a seminary of learning. This town received its present name in 1761, in honor of William Pitt (Earl of Chatham), the celebrated British statesman. Fare from Boston, \$4.00. From this town there is a railroad to North Adams, eighteen miles distant.

Near the State Line, which is 100 miles from Boston and 50 from Albany, the Housatonic Railroad diverges in a westerly direction to Bridgeport, on Long Island Sound, 50

river, and also to the city of Hudson, on the Hudson River, 20 miles.

The cars of the Western Railroad stop at the depots at Conant, Chatham Corners, Kinderhook, and Schoharie, to land and receive passengers. At Greenbush there is a ferry across the river to Albany.

CONNECTICUT RIVER SOUTH.

From Springfield, Mass., extends the Connecticut River Railroad to Greenfield, a distance of thirty-six miles: it will no doubt be continued up the Connecticut River, to unite with the railroads from Boston, on their routes to the River St. Lawrence. The road from Springfield to Northampton, a distance of sixteen miles, was opened in 1845, and from thence to Greenfield, twenty miles, in 1848. This road, thirty-six miles, cost \$1,010,548.

Northampton is delightfully situated on the west side of the Connecticut River, on rising ground, about a mile from the river, and is surrounded by large tracts of fertile meadow-land. Here commences the Farmington Canal, which extends to New-Haven, a distance of eighty-seven miles. The people are engaged in agricultural and manufacturing pursuits, although the former predominate. For some years past, it has prosecuted with spirit and success the rearing of the silk-worm, from which large quantities of weaving-stuff are annually produced.

Mount Tom is in the town of Northampton, and Mount Holyoke on the east or opposite side of the river; the former is elevated 1514 feet and the latter 1150 feet above the Connecticut River. Three mountains are now mentioned.

CONNECTION.

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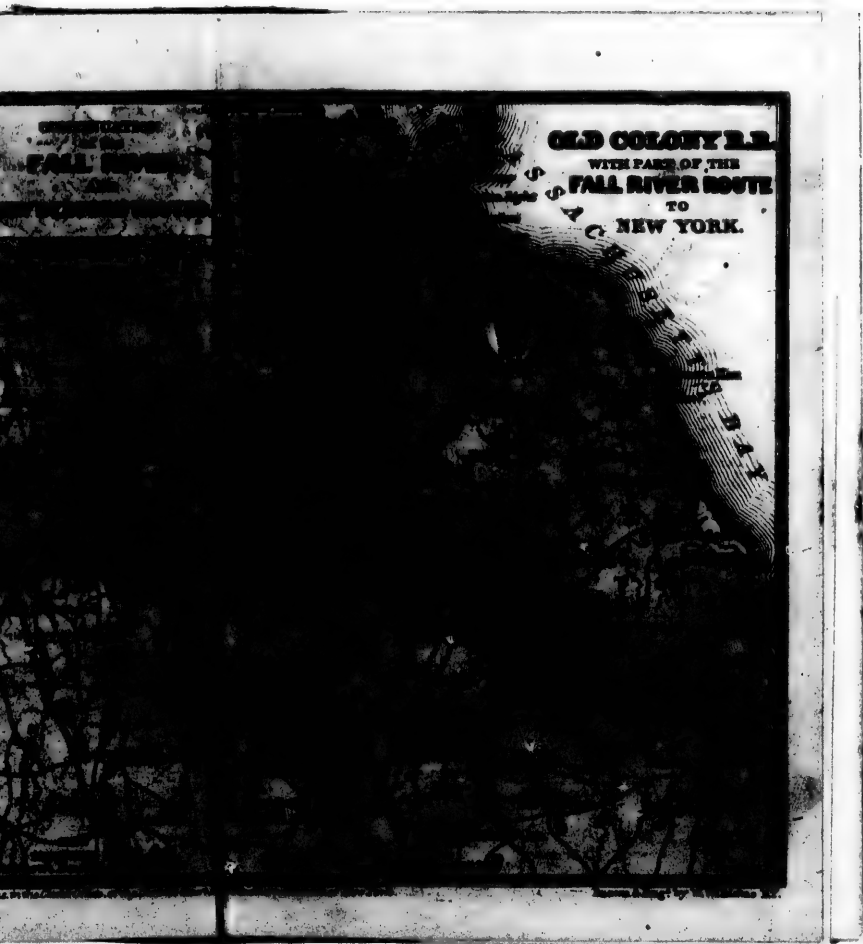
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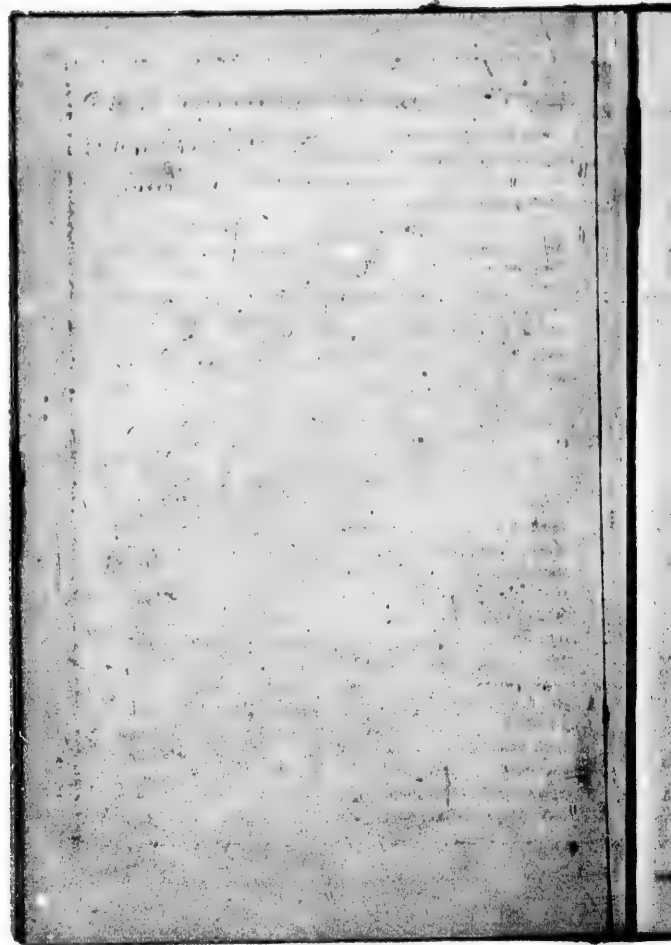
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and during the summer season present an opportunity for a delightful excursion. These elevations afford an extensive and beautiful prospect of the Connecticut valley and the surrounding country.

Greenfield, at present the northern termination of the Connecticut River Railroad, is 36 miles above Springfield and 124 miles from Boston. The village is situated on an elevated plain, on the margin of Green River, and contains many handsome buildings. From Greenfield to Brattleboro', Vt., is 31 miles; Bellows Falls, 45; Windsor, 70; Lebanon, N. H., 90; Haverhill, 126; and to Lancaster, 177 miles.

OLD COLONY RAILROAD.

This road was opened for travel on the 12th of November, 1845, and extends from the South Cove in Boston, to Flymouth, thirty-seven miles. It is designed to extend it through Sandwich to Barnstable on Cape Cod, a further distance of twenty-eight miles. The cost of this road was \$1,297,456. The depot is adjoining that of the Worcester (opposite the United States Hotel), where tickets are procured before taking seats in the cars.

Dorchester, the first stopping-place, four miles from Boston, lies on Dorchester Bay, in Boston Harbor. It is under a high state of cultivation,—fruits, vegetables, and flowers being raised here in great abundance. This town, in consequence of the facilities for reaching Boston, has become a favorite place of residence for many of its citizens.

Newport Village, which is situated in the town of Dor-

chester, is on the Neponset River, near its mouth. It has considerable trade, and the population is rapidly increasing.

Quincy, eight miles from Boston, is situated on Quincy Bay, in Boston Harbor. The village, which is built on an elevated plain, is remarkable for its neatness and beauty. The ancestral estate of the Quincy family, one of the most beautiful residences in New England, is in this town. In a church in the village, erected in 1808, at a cost of \$40,000, is a beautiful monument to the memory of John Adams and his wife. This town supplies the "Quincy Granite," noted for its durability and beauty. Immense quantities are annually quarried and sent to various parts of the United States. By means of a railroad from the quarries to the Neponset River, this material is transported at a small cost. Fare from Boston, 25 cents. A branch road, six miles in length, extends from the Old Colony at South Abington Depot, twenty-one miles from Boston, to the town of Bridgewater.

Plymouth, thirty-seven miles southeast from Boston, is celebrated as being the landing-place of the "Pilgrims," who disembarked here on the 24d of December, 1620; and it is the oldest town in New England. *Pilgrim Hall*, the building most worthy of notice, contains a valuable painting representing the landing of the Pilgrims from the "May Flower." It is thirteen by sixteen feet, and is valued at \$3000. The cabinet of the Pilgrim Society contains many valuable antiquities, which the visitor should not omit seeing. From *Burying Hill*, in the rear of the town, which is elevated 100 feet above the level of the sea, is a fine view of the village, the harbor, and shipping beyond, with the coast for some miles in extent,—a prospect which is considered very beautiful. "Plymouth Rock," a deeply interesting spot to New Englanders, is near the termination of Leyden street.

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The town contains about 300 ponds; many of them quite small; the largest, however, called the Billington Sea, is about six miles in circumference. It is situated two miles southwest of the village, and contains a good supply of pickerel and perch.

Fare from Boston to Plymouth, \$1.00.

Stages convey passengers from Plymouth to Barnstable, twenty-eight miles, and to other places on Cape Cod.

FALL RIVER ROUTE BETWEEN BOSTON AND NEW-YORK.

This new route from Boston extends to Fall River, on Narragansett Bay, a distance of fifty-three miles; thence by steamboat to Newport, R. I., eighteen miles; and thence New-York, 173 miles. The Fall River Railroad, forty-two miles in length, cost \$689,000.

Passengers in Boston take the cars, at the Old Colony depot, corner of Lincoln and Beach streets.

This road leaves the Old Colony at Braintree, and passes on through Bridgewater to *Fall River*, one of the most flourishing towns of the commonwealth, having a population of about 10,000. It is an important manufacturing town, on the Falls of the outlet of the Watauga Ponds, at the junction of the stream with Taunton River, and near Mount Hope Bay. These ponds contain about 5,000 acres, being about eleven miles in length, and, on an average, about one mile in breadth. They are produced by deep, never-filling springs, and are two miles east of the village. The descent of the river is 126 feet in a regular volume of water, not liable to excess or diminution, and adequate to heavy manufacturing

operations. The harbor of Fall River is safe, and of easy access, and has sufficient depth of water for ships of the largest class. Several vessels from this port are engaged in the whale fishery, and many others are employed in the coasting trade.

The principal business of this place consists in the manufacture of cotton, wool, machinery, stoves, the printing of calico, &c. The establishment for the manufacture of iron is on a very large scale, and is wholly operated by steam, employing between 400 and 500 hands, and using up about thirty tons of pig and hoop iron per day.

Fall River was, on Sunday, July 3d, 1843, visited by one of the most destructive fires which has ever occurred in the United States. About two hundred buildings, including the Pocasset Hotel, a splendid building, were consumed. The loss of property was estimated at upwards of half a million of dollars. *Fare from Boston to Fall River, \$1.35.*

At Fall River the railroad route from Boston terminates; and here passengers take the splendid steamer "Bay State," in which they are conveyed round Point Judith, and through Long Island Sound to New-York. The time usually occupied in going from Fall River to New-York is about 11 hours.

There are regular stage routes from Fall River to New Bedford, Taunton, Bristol, and Providence. There is also a steamboat line to the latter place, a distance of twenty-eight miles, which plies daily, each way.

Newport, one of the towns where the State Legislature holds its sessions, is situated on Rhode Island (the island from which the name of the State is derived), in Narragansett Bay, and is, by the channel, five miles from the coast, thirty miles southeast from Providence, seventy-one from Boston, and 153 from New-York. The harbor, which is one of

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ROUTE BETWEEN BOSTON AND NEW BEDFORD. 81

the finest in the world, is safe, and accessible by ships of the largest class.

The town, lying on ground gradually rising from the water, has a beautiful site facing the harbor, in a southeasterly direction. It is celebrated for the salubrity of its climate, its cooling ocean breezes, and its fine views, which have made it a favorite resort during the summer season. Visitors and invalids will here find every accommodation, either at hotels or boarding-houses. Sea-bathing, fishing, sailing, and riding, are the chief amusements. In the waters in this vicinity there are about sixty different kinds of fish, comprising fin and shell-fish, which are taken in great abundance. The boats running between New-York and Fall River stop here to land and receive passengers.

ROUTE BETWEEN BOSTON AND NEW BEDFORD.

The cars from Boston leave the Providence Railroad depot at the foot of the "Common," and run on that road to Mansfield, twenty-five miles from Boston, where a branch railroad diverges in a southeast direction to Taunton, eleven miles; and from thence by the *New Bedford and Taunton Railroad*, to New Bedford, a further distance of twenty miles.

Taunton, a beautiful town, is situated on Mill River, at its junction with the Taunton River. The latter is navigable to Taunton for vessels of small draft, and is noted for its great water-power. The village, in the centre of the township, contains many handsome public and private buildings, tastefully located around a fine enclosure, called Taunton Green, a public walk ornamented with trees.

The *Mount Pleasant Cemetery*, near *Taunton Green*, is laid out in a tasteful manner, on the plan of *Mount Auburn Cemetery*, near *Boston*. Fare from *Boston* to *Taunton*, 75 cents.

New Bedford, an important place of business, and port of entry, is on the west side of the *Acushnet River*, a small stream, which falls into an estuary of *Buzzard's Bay*. It is situated in north latitude $41^{\circ} 37' 43''$, and west longitude $75^{\circ} 59'$, and is 56 miles from *Boston*, 230 from *New-York*, 14 from *Fall River*, and 55 from *Nantucket*. Between the latter place and *New Bedford* there is a regular steamboat communication.

The city of *New Bedford* is built upon rising ground, and the streets are laid out with much regularity, crossing each other at right angles. The buildings are mostly of wood, although more durable materials are now used to some extent. Many of the houses are nearly surrounded by extensive and well-cultivated gardens, and the streets on which they are built are bordered with ornamental trees.

Among the public buildings of *New Bedford*, may be mentioned the *Town Hall*, *Custom-House*, and *Court-House*. The former is a magnificent structure of granite, 100 feet long, 60 wide, and three stories high—the lower of which is used as a public market. The *Custom-House*, built of granite, is also a fine structure. In this building is the *Post-Office*. The *Court-House* is a plain structure, built of brick. The *County Jail* and *House of Correction* are near it.

The whale fishing business is conducted here on a large scale. There are about 250 vessels belonging to *New Bedford* engaged in this trade, and employing many thousand seamen. During the year 1844, 4,961,361 gallons of oil, and 975,222 pounds of whalebone, were brought into this port, valued at \$2,140,000.

COMPANION.

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PROVIDENCE AND STONINGTON ROUTE.

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The population of New Bedford in 1845, was about
 15,000. Fare from Boston to New Bedford, \$1.50. Usual
 time 3 hours.

BOSTON AND NEW-YORK ROUTE, via PROVIDENCE AND STONINGTON.

In Boston, the passenger and freight depot of this import-
 ant thoroughfare is at the foot of Boylston-street, near the
 "Common." This road, via Stonington, Conn., is one of
 the great connecting links between the cities of New-York
 and Boston; and it is undoubtedly one of the best managed
 roads in the country. The road from Boston to Providence,
 forty-two miles, was opened for travel in June, 1834, and
 cost \$2,109,455. At Providence, passengers cross a ferry
 to the opposite side of the river, where the route is continued
 to Stonington, Conn., on Long Island Sound, a distance from
 Boston of ninety miles. Here the passenger again takes the
 steamboat, and is wafted over the waters of Long Island
 Sound to the city of New-York, which place is usually
 reached in thirteen hours.

The most important branch of this road is from Mans-
 field, passing through Taunton to New Bedford, thirty-one
 miles in length. The cars, on leaving the depot in Boston,
 cross the west bay to the city of Roxbury (incorporated
 March 12th, 1846), a beautiful suburb of Boston. This
 place is under a high state of cultivation, and it abounds in
 beautiful gardens and pleasure grounds; and the villas of
 the more wealthy cannot but attract the attention of the
 visitor. Numerous omnibuses ply regularly between this
 city and Boston.

Brook Farm Phalanx, a Fourier association founded in

1641, by the Rev. George Ripley, of Boston, lies at the extreme western limits of the township of Roxbury.

The vicinity of *Jamaica Pond*, in this town, is a very delightful and attractive spot. The cars pass within a short distance of it. *Fare 12½ cents.*

Dedham lies ten miles southwest from Boston. It is a very pleasant place, and the conveniences for reaching it from that city, make it a desirable residence. *Fare 25 cents.*

Canton, fourteen miles from Boston, is a beautifully diversified and picturesque town. It is watered by the *Neponset River*, which, with the numerous ponds in its vicinity, gives this town an extensive water-power. The railroad bridge, which crosses the river at Canton, is considered one of the finest pieces of masonry in the country. It is of brown granite, is 612 feet in length, and elevated 63 feet above the foundation, resting on six arches, with a succession of arches on top. Its cost exceeded \$30,000. A branch railroad to *Stoughton Centre*, four miles, leaves the *Providence Railroad* near the bridge.

Sharon occupies the highest land between Boston and Providence. The natural scenery of the town is exceedingly fine. *Washopog Pond*, a beautiful sheet of water, is over a mile in length, and rests upon a bed of iron ore. During the low stages of the water, quantities of the iron ore are extracted by machines made for the purpose. Fishing and pleasure parties frequent this pond in the summer season. *Fare from Boston, 50 cents.*

Needham and *Wrentham* are noted for the large quantities of cotton and straw annually used in the manufacture of bonnets. In the latter town is a curious cavern, called *Wampus's Rock*, nine feet square and eight feet in height. *Wrentham* is twenty-eight miles from Boston, and about 100

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borough, 56 cents.

At Mansfield, twenty-five miles from Boston, the New
Bedford and Taunton Railroad meets the Boston and Pro-
vidence Railroad. Fare from Boston, 70 cents.

The city of Providence, a port of entry, and the semi-
capital of Rhode Island, and next to Boston, the second city
in New England for population and trade, is situated in 41° 49'
22" north latitude, and 71° 24' 48" west longitude. It is 43
miles south-southwest from Boston, 173 east from New-York,
86 north from Newport, 55 northwest from New London, 45
southeast from Worcester, Mass., and 70 east from Hartford,
Conn. The population in 1840 was upwards of 22,000.
The city is built on both sides of the river, and is connected
by wide and substantial bridges. On the east side are three
principal streets, running parallel with the river—Water,
Main, and Benefit streets. On Main-street stand a number
of public buildings, and many elegant brick edifices. On
this side of the river the land rises abruptly, and the cross
streets have a steep ascent. Benefit-street has an elevated
situation, and east of it the city is laid out with much regu-
larity, the streets generally running in an east and west di-
rection, crossed by others nearly at right angles. On the
hill, overlooking the city, is located Brown University, a
Baptist Institution, established here in 1770. From this
place there is a delightful view of the city, with a great ex-
tent of the surrounding country.

Among the public buildings of Providence are a State
House, City Hall, Hospital, Jail, State Prison, Custom-
House, Athenaeum, the buildings of Brown University, The-
atre, and a number of Churches. The Arcade, one of the
finest buildings of its kind in the country, is situated on the

west side of the river, and fronts on two streets, extending from Weybosset-street on the one front, to Westminster-street on the other, with a fine Doric portico on each. It is 225 feet long, 80 feet broad, and 72 feet high, divided into three stories, containing upwards of eighty shops; and the whole is lighted by a glass roof from above. It is built of granite, and was completed in 1836, having cost \$120,000.

The citizens of Providence have long been celebrated for their commercial spirit, and their large investments of capital in foreign commerce; but of late years, much of it has been diverted to the pursuit of domestic manufactures. The amount of capital invested in manufacturing establishments, within as well as without the city, is very great. The manufactures consist chiefly of cotton goods, steam-engines, machinery, copper, brass, iron and tin wares, and numerous other articles.

There are lines of packets that ply regularly to New-York, Albany, Philadelphia, and Baltimore. The Blackstone Canal extends from Providence to Worcester, forty-five miles, passing through numerous manufacturing towns and villages scattered along the whole course of the Blackstone and Pawtucket rivers. The Providence and Worcester Railroad extends from Providence to Worcester, forty-five miles. A bridge is to be thrown across the Blackstone River, connecting this road with the Providence and Boston Railroad. Passengers from either Boston or New-York will notice, that upon the arrival of the cars at Providence, the river is crossed by steam ferry to the opposite shore, whence the cars are again taken either for Boston or Stonington. Fare from Boston, \$1.25. Usual time 2 hours, and to New-York about 11 hours.

Pawtucket Village, in Warwick township, is situated at

two streets, extending
to Westminster-street
on each. It is 325 feet
long, divided into three
shops; and the whole
is built of granite,
at \$130,000.

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Stonington, is situated at

the mouth of the Pawtuxet River, four miles south from Pro-
vidence. Its water-power is very great, and the manufac-
ture of cotton goods is carried on to a considerable extent.

Providence, an important manufacturing town in Rhode
Island, is situated on the west side of Narragansett Bay, six
miles from Providence. The surface of the town in the vi-
cinity of the Bay is generally flat, but in the western part it
is hilly. From some of the elevations, a large part of the
State and the Bay can be seen in clear weather. The vil-
lage of Apponaug, in its south part, is on a branch of Narra-
gansett Bay, and has a good harbor, about a mile distant,
for vessels of any size, and those of from twenty to fifty tons
come up to the village. A mile from Apponaug is "Drum
Rock," a huge rock so completely balanced upon another,
that a boy fourteen years of age can set it in motion, causing
a noise more sonorous than that of a drum, and which in a
still evening may be heard a distance of six or eight miles.
This rock is considered a great curiosity, and is much visited
in the summer season.

Stonington, Conn., is situated at the eastern extremity of
Long Island Sound; and being the termination of the rail-
road from Providence, it is an important point on this route,
between New-York and Boston. The harbor of Stonington
is well protected by a breakwater, which was made at the
expense of the United States, and cost \$50,000. Stoning-
ton is 96 miles from Boston, 128 from New-York, 12 from
New London. Usual time from Boston 4 hours.

Here passengers for New-York take the steamboat, and
are conveyed through Long Island Sound to that city, ar-
riving there in about 9 hours.

ROUTE FROM BOSTON TO NEW-YORK via WORCESTER AND NORWICH.

Passengers leaving Boston by this route, will take the cars at the Worcester Depot, which is situated at the corner of Lincoln and Beach streets, and opposite the United States Hotel; and then proceed to Worcester, 44 miles from Boston (see the Boston and Worcester route, at page 67)—from thence to Norwich, Ct., 59 miles—and to Allyn's Point, 7 miles; a distance from Boston of 110 miles, and from New-York 198 miles, making the distance through 308 miles, which is accomplished in about 12½ hours. At Allyn's Point the steamboat will be in readiness to convey passengers over the Sound to New-York; or across the Sound to Greenport, 33 miles; thence they are conveyed over the *Long Island Railroad*, 96 miles to Brooklyn, and across the ferry to New-York. Time 10½ hours.

Oxford, eleven miles from Worcester, is an important manufacturing town. It is watered by French River, a branch of Quinnebaug River, which affords some water-power.

Webster, incorporated as a town in 1833, and named in compliment to the Hon. Daniel Webster, is sixty miles from Boston. In this town is *Chockumagumung Pond*, an Indian name signifying a sheet of water with many bays. This pond, together with French River, affords the town a large and unfailing water-power.

Pomfret, Ct., contains the "Wolf's Den," celebrated for the bold exploit of Major Gen. Putnam.

Norwich is situated at the head of navigation on the Thames River, at the confluence of the Shetucket and Yan-

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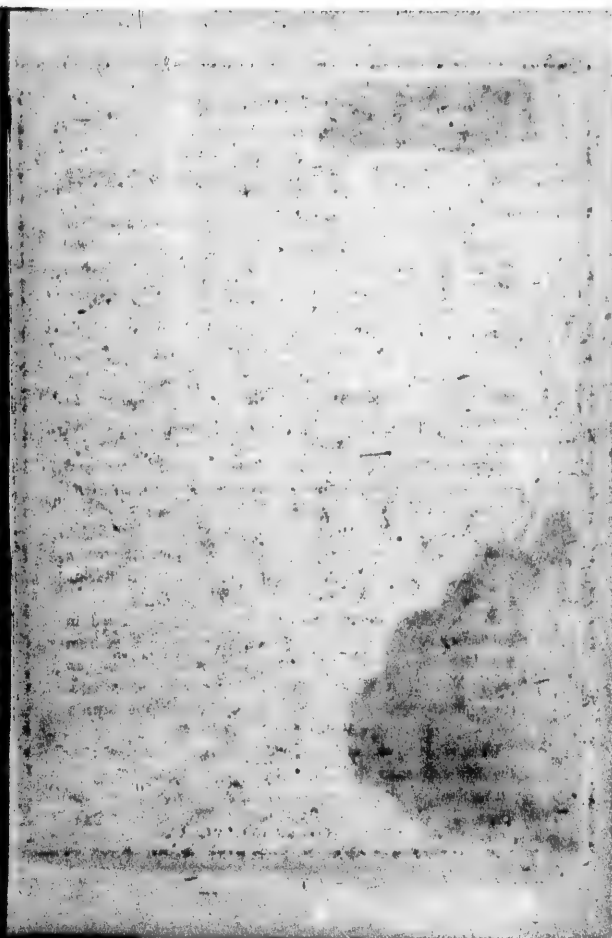
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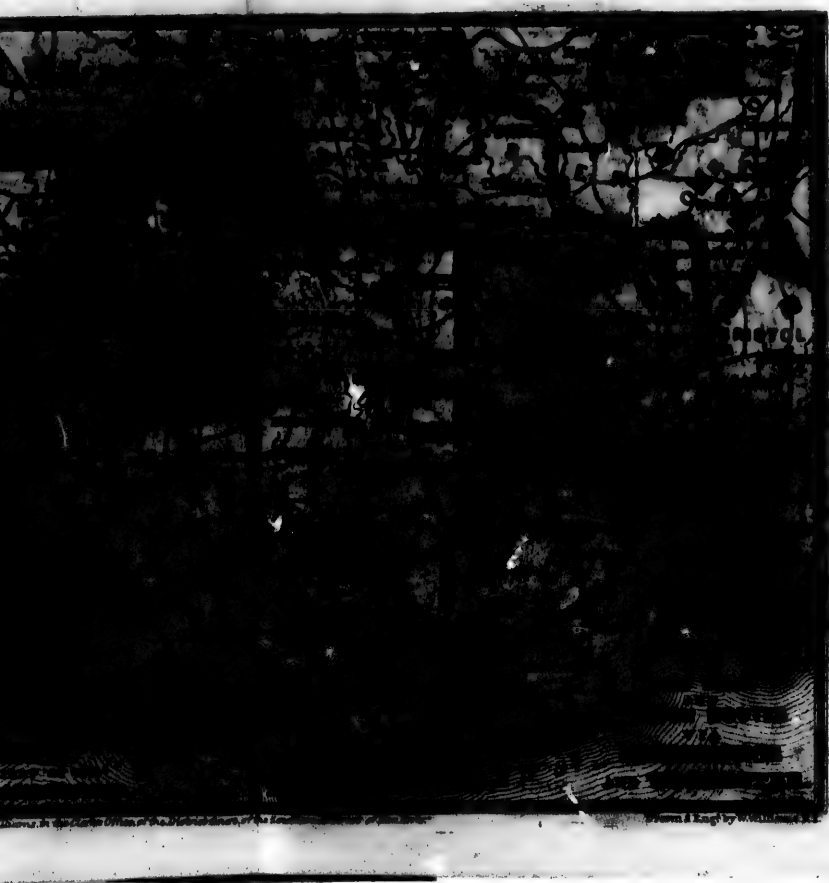
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the rivers, whose united waters constitute the Thames. It is 13 miles north from New London, 36 southeast from Hartford, 36 southwest from Providence, and 50 northeast from New Haven. The city is built on a steep acclivity facing the south, the houses rising in terraces, street beyond street, and as approached from the south in coming up the river, it exhibits one of the most beautiful and interesting views on the route. The falls at Yanticville, a flourishing manufacturing village about a mile distant from Norwich, are a curiosity, being singularly wild and picturesque. From a high projecting rock which overhangs the foot of these falls, the Mohogan Indians formerly plunged to destruction, when pursued by the Narragansetts, preferring thus to perish, than fall into the hands of their enemies. About a mile east of Norwich is the flourishing manufacturing village of Greenville, situated on the Shetucket River. There is a dam across the river at this place, which furnishes a large amount of water-power for manufacturing purposes. Paper is made here to a great extent.

The railroad, on leaving Norwich, in a few miles crosses the river at Jewett's City, and from thence extends up the beautiful valley of the Quinebaug to the State of Massachusetts, and unites with the Boston and Worcester Railroad at Worcester, 50 miles from Norwich. From the latter place the railroad extends to Albany's Point, 7 miles, which is the termination of the railroad route from Boston. From Albany's Point the traveller proceeds to New-York in a commodious steamboat, which on its way down the river stops at New London to land and receive passengers. Fare from Boston to Norwich, \$2.75. Usual time to Albany's Point, 4 1/2 hours.

New London is admirably situated on the west bank of

the Thames, about three miles north of the Sound. It is 13 miles south from Norwich, 40 southeast from Hartford, 34 east of New Haven, and 130 from New-York. It has one of the best harbors in the United States, with water of sufficient depth for the largest vessels, and is seldom frozen. The city is defended by Forts Trumbull and Griswold, the former being on the New London side of the river, a mile below the city, and the latter on the opposite side, on an eminence overlooking the city of New London.

A few years after the last war with Great Britain, the merchants of New London turned their attention to the whale and seal fisheries, which have become an important branch of commerce. About \$2,000,000 are invested in this trade. There is also a number of vessels employed in the shore fisheries, which supply the markets of New-York, and most of the neighboring cities, with fish.

On the 6th of September, 1781, a large portion of New London was laid in ashes by the British, under the traitor Arnold. Fort Griswold was captured, and great part of the garrison barbarously put to the sword. A granite obelisk, 105 feet high, erected near the spot, commemorates the event; and on a tablet are inscribed the names of those who fell on that occasion. During the last war New London was blockaded for some length of time by a British squadron under the command of Commodore Mundy.

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ROUTE FROM NEW-YORK TO NEW HAVEN, HARTFORD AND SPRINGFIELD.

Passengers leave New-York daily by steamboat from
Peck Slip, East River, for New Haven, a distance of eighty
miles, which place is usually reached in about five hours.
As the boat leaves the wharf, and proceeds up the East Ri-
ver, the traveller will have an opportunity of viewing the
upper portion of the city, bordering on the river, with its
shipping and ship-building; and on the Long Island shore,
Brooklyn, its Navy Yard, and Williamsburg. Four miles
above New-York is Blackwell's Island, upon which is the
Penitentiary, and a short distance beyond is Astoria, a sub-
urb of New-York; from whence we pass through Hurl Gate,
onwards to Throg's Point, then into the broad expanse of
Long Island Sound, which extends to Fisher's Island, a dis-
tance of upwards of a hundred miles. As the boat proceeds
up the Sound the shore on either side becomes dim, in con-
sequence of the distance we are from it, except some of the
more prominent headlands, which extend some distance be-
yond the general line of the Connecticut shore.

New Haven, the semi-capital of Connecticut, is situated
at the head of a bay which runs up four miles from Long
Island Sound, in $41^{\circ} 18' 30''$ north latitude, and $73^{\circ} 50' 45''$
west longitude from Greenwich. Population in 1840, 12,500.
The city, which lies on a plain, with a gentle inclination
towards the water, is in other directions skirted by an anti-
cliptic of hills, which at their termination present bold
bluffs of trap-rock, rising nearly perpendicularly to the
height of 350 to 370 feet, and constituting a striking feature
of the country. From the summit of these bluffs is presented

a fine view of the city, of Long Island Sound, here about twenty miles wide, and of the adjacent country. The harbor is entered by three rivers—Quinnipiac on the east, West River on the west, and by Mill River on the east. Quinnipiac, towards its mouth, furnishes great quantities of fine oysters and clams, to the trade in which the village of Fairhaven chiefly owes its prosperity. New Haven consists of two parts—the Old Town and the New Town—and is laid out with great regularity. The Old Town was laid out in the form of a square, half a mile wide, divided into nine smaller squares. These squares have, by intersecting streets, been divided into four parts. The central was reserved for public purposes, and may vie with the public grounds of any other city in the country. On this square are located three churches, of various architecture, and which are not excelled by any similar edifices in New England. The State House, a splendid edifice of the Doric order of architecture, after the model of the Parthenon at Athens, stands near the centre of the western half of this square. On its west side, is the fine row of buildings belonging to Yale College. There is a public cemetery at the northwest corner of the Old Town, that has been denominated the *Père-la-Chaise of America*. Beautifully ornamented with trees and shrubbery, this "garden of graves" deservedly attracts much attention from visitors.

There are twenty Churches in New Haven, a Custom House, a Jail, an Almshouse, a State General Hospital, three Banks and a Savings Institution, a Young Men's Institute, and an Institution for the support of Popular Lectures, with a well-selected library. Yale College, founded in 1701, and named in honor of Elihu Yale, of London, who bequeathed it £3000, and an equal amount in goods, the interest of which

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New Haven, a Custom-
General Hospital, the
Young Men's Institute,
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back; the latter of which

were never received, is the most important public institution
in the city. Besides possessing the most splendid minera-
logical cabinet in the United States, consisting of more than
16,000 specimens, it has a magnificent collection of paint-
ings, by Trumbull and other distinguished artists. It has
33,000 volumes in its libraries. Though possessing limited
funds, it has more students than any other college in the
Union.

The harbor of New Haven is small, but shallow, and is
gradually filling up with mud in its northwestern part.
When the first settlers arrived it was sufficiently deep for all
the purposes of commerce, and ships were built and launched
where now are mounds, gardens, and buildings. The ma-
ritime commerce of New Haven, however, is extensive, its
foreign trade being chiefly with the West Indies. A line of
steamboats plies daily between this city and New-York;
and there are several lines of packets running to the same
place. The Farmington Canal connects it with Northamp-
ton and with the Connecticut River near it. Usual fare
from New-York, \$1.50.

New Haven will, in the course of another year, be united
with New-York by the railroad, now building, which is to
connect with the Harlem Railroad, near Williams' Bridge,
fourteen miles north from the city of New-York.

Shannon's Head, a wild and picturesque spot, sixteen miles
southeast from New-Haven, and three miles south of Guil-
ford, is an attractive watering-place during the sultry months
of summer. It has a good hotel, with ample accommoda-
tions for visitors, near which the streamboat lands its pas-
sengers.

The railroad to Hartford proceeds from the eastern part
of New Haven, round to front of the East Rock, and then

takes a route up the valley of the Quinnipiac River, to Wallingford, on the east bank, and thence to Hartford. Fares from New Haven to Hartford \$1.00, and from New-York \$2.50.



City of Hartford, Ct.

Hartford is situated on the west side of Connecticut River, fifty miles from its mouth, and is in latitude $41^{\circ} 45' 20''$ north, and longitude $72^{\circ} 50' 45''$ west from Greenwich. The population at the present time is about 18,000. It is 34 miles north-northeast from New Haven, 20 south from Springfield, 45 northwest from New London, 15 north from Middletown, 73 west from Providence, R. I., 197 from Boston, and 114 from New-York. The city, which is built on ground rising gradually from the river, is laid out with little regularity, appearing to have been more the result of circumstances than of foresight and design. Many of its streets, however, are attractive from the elegance of their edifices, as well as important from the extensive business of which

Minneapolis River, to Wal-
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is in latitude 41° 47' 30"
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they are the seat. The scene of the principal retail business is in Main-street, which, broad, but not entirely straight, extends through the city from north to south, presenting an almost unbroken range of buildings, many of them large and elegant. Most of the public buildings are in this street; and here Mill River, which crosses the city from west to east, is passed by a bridge 100 feet wide, consisting of a single arch of 104 feet span, elevated 36 feet 9 inches above the bed of the river to the top of the arch. From Morgan-street, a bridge of six arches of 100 feet each, crosses the Connecticut River to East Hartford. It is a costly and substantial structure.

Hartford, from its situation, is calculated to become a place of considerable commerce. The Connecticut River, which has been made navigable 120 miles above the city, brings to it a great amount of the produce of the fertile country through which it flows. Steamers ply daily to New-York; and there are two steam freight packets—one of which runs to Philadelphia, the other to Albany. There are also packet lines to Boston, Albany, New London, Norwich, Providence, and Fall River.

Of the public buildings, the State-House is the most prominent. It fronts on Main-street, standing on the public square, and is surrounded by an iron railing, and ornamented with trees. It is of the Doric order of architecture. The legislature holds its sessions here—meeting at Hartford and New Haven on alternate years, the odd years at Hartford.—The City Hall, also in the Doric style, is a large building, fronting on Market-street, between Kingsley and Temple streets. Trinity College, formerly Washington College, founded in 1804, and lately located in the southwestern part of the city, is under the direction of the Episcopalians.—The Athenaeum,

an elegant edifice of the Duke order, was erected for the accommodation of the Young Men's Institute, the Historical Society, and a Gallery of Paintings.—Hartford has the honor of having established the first institution for the relief of that most unfortunate class of persons, the deaf and dumb—the *American Asylum*. This establishment was opened for the reception of pupils in 1817, the number of whom rapidly increased from 7 to 140, which rather exceeds the average. The institution has spacious buildings, with eight or ten acres of ground attached. Congress also granted it a township (or 36,000 acres) of land in Alabama, to constitute a permanent fund.—The *Asylum for the Insane*, an equally noble place institution, is on an elevated site, a mile and a quarter northwest of the State House. The grounds around the buildings are laid out with much taste, and ornamented with shrubbery and gardens.—There are in the city several churches, some of which are remarkable for their architecture, five banks, a bank for savings, and four insurance companies.

The old burying-ground here, is a place of much interest, containing as it does the monuments of some of the first settlers of the place. Another attraction to visitors is the "Charter Oak," with whose history every one is familiar, and which must continue to be an object of interest as long as it exists.

During the season of navigation, steamboats for the convenience of passengers usually ply between Hartford and Springfield.

From Hartford the railroad route is continued up the east side of the Connecticut River, crossing it by a substantial bridge at Windsor Locks, thence continuing for eleven miles to the east bank of the river to Springfield. From the latter place passengers are conveyed to Boston by the Western

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Hartford to the Western

and Worcester railroads in about five hours, and from Spring-
field to Albany, N. Y., in about the same time. (See de-
scriptions of these routes at pages 67 and 71). Usual time
from New-York to Springfield 6 hours—fare \$3.25.

ROUTE FROM NEW-YORK TO BRIDGEPORT, CT., AND THE HOUSTON RAILROAD.

Passengers at New-York take the steamboat from the foot
of Market-street, East River, and in about four hours reach
Bridgeport on Long Island Sound, a distance of sixty miles.
Here is the commencement of the Housatonic Railroad,
which extends to the State line of Massachusetts, where it
joins the Western Railroad from Boston to Albany. This
is now the usual route (during the winter season) between
New-York and Albany: the time occupied is about 12 hours.
From the State line of Massachusetts, this road is continued to
the city of Hudson, on the Hudson River, under the name
of the Hudson and Berkshire Railroad.

Bridgeport is situated on the west side of an arm of Long
Island Sound, which receives Pequannock River, a considera-
ble mill-stream. This is one of the most beautiful and
scenic places in New England. The city is chiefly
built on an elevated plain, twelve feet above high-water.
Northwest of the city the ground gradually rises to the
height of fifty feet, called Golden Hill, the summit of which
is a plain, with a commanding view of the Sound and sur-
rounding country. There is a bridge across the harbor
1200 feet in length, with a draw for the passage of vessels.
Carriages and machinery are extensively manufactured for
exportation. Population in 1855, 4572.

Cornwall, fifty-nine miles north of Bridgeport, is where the Foreign Mission School was established in 1818, in which some distinguished heathen youth have been educated as missionaries, who have been useful among the American Indians, and in the Sandwich Islands. In the village graveyard is a monument erected to the memory of Henry Obasiah, a pious Owyhee youth, who was brought to this country in 1800, and from whom this school had its origin, in the attempt to qualify him for missionary labors.

Cannon Falls is the most extensive cascade in the State of Connecticut. A ledge of limestone rocks crosses the Housatonic River at this place, causing a perpendicular fall of sixty feet, which affords extensive water-power. (For continuation of this route, see map at page 74.)

Sheffield, Mass., eighty miles north of Bridgeport, is one of those delightful towns, where the lover of majestic mountain scenery wishes to linger. The village, which is very neat, is situated in a beautiful valley, surrounded by hills, one of which rises to the height of 3000 feet, presenting a great variety of delightful scenery.

Mount Mansfield, in the town of Great Barrington, derives its name from a rude pile of stones on its southernmost point, raised over the grave of a beautiful Indian girl, who threw herself from the mountain and fell upon this spot, through the influence of a phantasmic love for one with whom the religion of her tribe would not allow her to be united in marriage. Every Indian, who afterwards passed the place, threw a stone upon the grave to commemorate the event.

West Stockbridge is the terminus of the Mountaineer Railroad from Bridgeport; but a branch railroad, of about two miles in length, unites it to the Western Railroad at this State line, where there is a depot from which the traveler

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is conveyed over the Albany and West Stockbridge Rail-
road to Greenbush, and across the ferry to Albany.

THE HUDSON AND BERKSHIRE RAILROAD

extends from West Stockbridge, Mass., to the city of Hud-
son on the Hudson River, and connects at the State line, and
also at Chatham Four-Corners, with the Western Railroad
to Boston and Albany, and with the Mountaineer Railroad to
Bridgeport. Its length is thirty-one miles, and it was
opened for travel in September, 1898. The original cost of
constructing the whole distance, including outfit, &c., was
\$675,512. In 1898 there were 17,992 passengers trans-
ported over it.

This road forms a direct route for summer travel from
New-York city, and indeed all the towns on the river below
Hudson, to New Lotham Springs, one of the most delight-
ful vacation-places in the country. By this route the tra-
veller can leave New-York at 7 o'clock in the morning by
the steamer, and reach Hudson at 3 o'clock, P. M., where
the cars of the Hudson and Berkshire Railroad are in readi-
ness to convey him to Edwards Depot, twenty-eight miles
from Hudson, and eight miles from the Springs, where the
company have in readiness a line of stages, with careful
drivers, that in one hour reach Lotham Springs.

Visitors can also reach these Springs by the Mountaineer
Railroad, the company having made arrangements for the
purpose. Passengers for this delightful vacation-place will
leave New-York for Bridgeport in the steamer Mountaineer
from the foot of Market-street, East River, at 6½ o'clock,
A. M.; arrived at Bridgeport, they will take the cars

of the company, and reach the Massachusetts State Line Depot at 8½ o'clock, P. M.; thence to Lebanon Springs by stage-coach, arriving at 8½ o'clock, P. M., of the same day. Fare through, \$2 50.

These Springs can also be reached by the cars of the Albany and West Stockbridge Railroad to the Faneuil line, thence by stage to the Springs.

From Boston and the eastward they can be reached by the cars on the Western Railroad, stopping at the State line, and taking the stage as above stated.

New Lebanon is situated in the northwest corner of Columbia County, N. Y., on the turnpike-road from Albany to Stillfield, Mass.; it is twenty-five miles from the former and seven from the latter place. It is delightfully situated in a valley, surrounded by cultivated hills, which present a most agreeable and peculiarly pleasing scenery. This is the chief seat of the family of Shakers, a religious community practicing celibacy, and alike remarkable for their mode of worship, and the singular order and economy of their domestic concerns. The society, which numbers about 600, owns 3000 acres of excellent and highly improved land.

This place has become a great resort for visitors from all directions; come to enjoy the romantic scenery of this region, and others the beneficial influence of the waters. The Spring, a mile and a half from the village, is on the side of a hill; it is ten feet in diameter, and four feet deep, and discharges water sufficient to turn a mill near its source. The temperature is 72°. Fairbanks, which being near the source of the water is delightful for the bath. The water is transparent, pure as crystal, freedom, and soft, and is deemed beneficial in internal obstructions, colds, and various other ailments generally.

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NEW-YORK CITY.

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The Picture, taken from a window in the Museum.
NEW-YORK CITY.

This city, the great emporium and metropolis of Amer-
ica, enjoys from nature a decided superiority over every other
city in the Union. Its vicinity to the ocean, and its direct
avenues of intercourse, not only with every part of its own
State, but with New England and the States bordering north
and west, and through these with every other section of the
country, offer facilities for trade and commerce not surpassed
in any other portion of the world.

The latitude of New-York from the City Hall is 40° 40'
42" north; longitude west from Greenwich 73° 59' 48"
east from Washington city 3° 1' 13".

The population at different periods has been as follows:
in 1656, it was 1000; in 1687, 4800; 1721, 9000; 1750,

10,000; 1774, 22,750; 1800, 60,400; 1810, 94,573; 1820, 123,706; 1830, 262,957; 1835, 270,000; 1840, 312,710; at the present time (1847) it probably reaches 400,000—making it, among the commercial cities of the world, the third in population; while it is the second in commercial importance, being surpassed only by London in the extent of its commerce.

The compact portion of the city is built on the south end of Manhattan Island, at the junction of the Hudson with the *Hugt* River, which connects the waters of Long Island Sound with the harbor of New-York. The island is 24½ miles long from north to south, varying from half a mile to somewhat more than two miles in width—the greatest width being at 80th street—and contains about 22 square miles. It is bounded on the east by the East and Hudson Rivers, the former separating it from Long Island Sound; on the west by Hudson River, which separates it from New Jersey; and on the north by Harlem River—a part of which, between Kingsbridge and the Hudson, received from the Dutch the name of *Spycken Deyvel Creek*.

Constant communication between the city and its rapidly increasing and picturesque suburbs, is kept up by means of steam ferry-boats, the Harlem Railroad, omnibuses, &c.; the fares being extremely moderate, with accommodations not excelled by similar conveyances belonging to any other city.

The Harbor of New-York, which is perfectly safe & easy of access, extends eight miles south of the city to the "Narrows," and is twenty-five miles in circumference, being sufficiently capacious to contain the united navies of the world. The variegated scenery upon its shores, together with the neatly-built cottages, the country-seats of opulent

1810, 65,573; 1820,
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citizens, and the fine view of the islands, and of the city of
New-York in approaching it from the "Narrows," impart to
this harbor a beauty unsurpassed by that of any other in the
world. The outer harbor, or bay, extends from the Narrows
to Sandy Hook, where is a light-house, at the distance of
eighteen miles from the city.

In the harbor adjoining the city are Governor's, Bedloe's,
and Ellis's Islands, on all of which are strong fortifications.
The first, which is the most important of the three, in-
cludes 70 acres of ground, and is situated 2000 feet from
the Battery. It has Fort Columbus in the centre, and on its
northeast point Castle William, a round tower 600 feet in
circumference and 60 feet high, with three tiers of guns.
There is also a battery on the northwest side, commanding
the entrance through Bottoms Channel, a strait which
separates it from Brooklyn, L. I. Besides these fortifica-
tions, the harbor of New-York is well defended by similar
works on Bedloe's and Ellis's Islands; at the Narrows, on
the Long Island shore, by Fort Hamilton, and Fort Lafayette
(formerly called Fort Diamond), which is built on a reef of
rocks, about 200 yards from the shore; and on Staten
Island, opposite, by Fort Tompkins and Richmond. The
Narrows here is about one third of a mile wide. The en-
trance from the Sound on the East River is defended by
Fort Schuyler, on Throg's Neck.

The first settlement of New-York was made at the south-
east extremity of the city, which accounts for many of the
streets being narrow and crooked, no regular order having
been observed in laying them out. In later times many of
the streets have been widened and improved, at a great ex-
pense. The streets in the northern part of the city are laid
straightly, and some of them are of considerable width.

Many of the most splendid mansions and places of religious worship of which the city can boast, are to be seen in this quarter.

The most elegant and fashionable street is Broadway, which traverses the city in a straight line from north to south, being 2½ miles in length and 60 feet in breadth, and terminating at Union Square, where it is connected with the Fourth Avenue. It is occupied by many splendid stores, elegant houses, and public buildings, and few streets in the world equal it for the splendor and bustle it exhibits. It is also the great promenade of the city, being much resorted to in pleasant weather by the gay and fashionable.

PUBLIC WALKS, SQUARES, &c.—The Battery, which contains about eleven acres, is situated at the extreme south end of the city, at the commencement of Broadway, and is planted with trees and laid out in gravelled walks. From this place is a delightful view of the harbor and its islands, of the numerous vessels arriving and departing, and of the adjacent shores of New Jersey, and Staten and Long Islands. Castle Garden is connected with the Battery by means of a bridge: it is used for public meetings and exhibitions, and is capable of containing within its walls 10,000 persons. Since the destruction of Nibels Garden by fire (September, 1845) the files of the American Institute, which were formerly held there, have been removed to this capacious place. The Bowling Green, situated near the Battery and at the commencement of Broadway, is of an oval form, and surrounded by an iron railing. Within its enclosure is a fountain, in the form of a rude pile of rocks about 40 feet in height.

The Park is a triangular enclosure situated about the centre of the city, and is eleven acres in extent; it contains

and places of religious interest, are to be seen in this noble street in Broadway, a straight line from north to south, 80 feet in breadth, and here it is connected with the city by many splendid avenues, and few streets in the world rival it in width. It is, by being much resorted to, the most fashionable.

The Battery, which stands at the extreme south end of Broadway, and is a levelled walk. From the harbor and its islands, and departing, and of the Staten and Long Islands, the Battery by means of flags and exhibitions, and to walk 10,000 persons, and by fire (September), and the Battery and at the end of an oval form, and within its enclosure is a fountain about 100 feet in diameter, the basin of which is 100 feet in diameter: the water, when made to issue in a single stream, ascends to the height of about 75 feet. *St. John's Park*, in Hudson Square, is four acres in extent, and is the property of Trinity Church. It is beautifully laid out in walks, with shade-trees, and kept in excellent order: it has a fountain in its centre, and is surrounded by an iron railing which cost about \$35,000. *Washington Square*, or *Parade Ground*, in the north part of the city, contains about ten acres, surrounded by a wooden fence. A portion of this Square was formerly the Potter's Field. *Union Square* is situated at the upper end of the termination of Broadway. It is of oval form, and is enclosed with an iron railing: its centre is ornamented with a fountain. *Greenwich Park*, near Union Square, and *Tompkins Square*, in the southeast part of the city, are handsomely laid out in walks, and shaded with trees. There are other squares scattered up the city—*Madison*, *Hamilton*, &c.—which are extensive, but not yet laid out.

Chapman, Fulton, &c.—The city of New-York contains many splendid public buildings. The new Trinity Church may be regarded as the best specimen of pure Gothic architecture in the country. (The engraving which follows represents a view of this church from the Custom-House steps, Wall-street.)

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The following is a brief history of the origin of this church. The first religious services of this society (at that time known as the "Church of England in America") were held in a small chapel which stood near the Battery. The rapid increase of the congregation made it necessary to erect a larger and more commodious edifice, which was done in 1806, during the reign of William III. and Mary. It was

first opened for divine service in February, 1697, by the Rev. Mr. Vesey, Rector of New-York. In 1735 it was found necessary to make an addition at its east end, and two years afterwards it was again enlarged on the north and south sides. This building was 146 feet long and 73 wide, with an ornamented steeple 180 feet high. During the awful conflagration of the city in September, 1776, this spacious edifice was entirely destroyed, and remained a heap of ruins during the Revolutionary war. "From the size and height of this noble structure, from the simple style of its architecture, from the lofty trees which embraced it, and the graves and monuments of the dead which surrounded it on every side, it presented to the spectator a striking object of contemplation, and impressed him with ideas connected with reverence." At the close of the war it was again rebuilt, and consecrated in 1790 by Bishop Provost. This edifice was not as spacious as the one destroyed, it being only 104 feet long and 73 feet wide, and the steeple about 200 feet high. In 1886 this building was taken down, and the present magnificent edifice erected in its place. It is built throughout of sandstone, is without galleries, and capable of seating with comfort 800 persons; it is 189 feet long, 84 feet wide, and 64 feet high; the height of the tower, including the spire, is 264 feet. It cost nearly \$400,000. The tower contains a chime of bells and a clock. In the graveyard adjoining the church may be seen the monuments of Hamilton, Lawrence, and others, who occupy an enviable distinction in the history of the country. Trinity Church is the oldest and richest Episcopal society in America; she annually devotes a large portion of her vast income to the erection and support of churches throughout the State. Her corporation, as vestry, whose business it is to conduct the

affairs of the church, is composed of men of high standing in society, and who are usually characterized as being just and liberal in their official capacity.

There are about 320 churches in the city, many of which are magnificent and expensive structures; and the number is constantly increasing, especially in the upper part of the city.

The *City Hall*, a building of the Corinthian and Ionic orders, displaying a fine combination of taste and elegance, is 216 feet long, 165 feet wide, and, including the attic story, 65 feet high. The first stone of this edifice was laid in 1803, and its construction occupied, with little intermission, a period of ten years. It covers 22,506 square feet of ground, is two stories high above the basement, with an attic story in the centre of the building. The front and the ends are of white marble; the rear of Nyack freestone.

In this building are twenty-eight offices with other public rooms, the principal of which is the Governor's room, a splendid apartment appropriated to the use of that functionary on his visiting the city, and occasionally to that of other distinguished individuals. The walls of this room are embellished with a fine collection of portraits of men celebrated in the civil, military, or naval history of the country. It is 58 feet long by 30 feet wide. In the Common Council room is the identical chair occupied by Washington when President of the first American Congress, which assembled in this city.

The *Merchant's Exchange*, in Wall-street, is built in the most durable manner of Quincy granite, and is fire-proof, no wood having been used in its construction, except for the doors and window frames. It is erected on the site occupied by the exchange building destroyed by the great fire of 1835. The present one, however, covers the entire block, and is 200 feet long by 171 to 146 feet wide, 77 feet high to

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the top of the cornice, and 124 feet to the top of the dome.
The entire cost, including ground, is estimated at \$1,500,000.

The Custom House is situated on the corner of Wall and Nassau streets. It is built of white marble, in the Doric order of Grecian architecture, similar to the model of the Parthenon at Athens. It is 200 feet long, 90 wide, and 80 high. The great hall for the transaction of business, is a circular room 60 feet in diameter, surmounted by a dome, supported by 16 Corinthian columns, 30 feet high, at the top of which is a sky-light through which the hall is lighted.

A short distance above, in Nassau-street, is the Post-Office, formerly the Middle Dutch Church, now rented to the general government for \$3000 a year, on a lease for seven years. The inside has been fitted up suitably for the business of the office, no other alteration having been made in the building. There is a branch Post-Office at the corner of East Broadway and Chatham Square.

The *Halls of Justice*, or "Tombs," is located in Centre-street, between Leonard and Franklin streets. It is a substantial looking building of the Egyptian style of architecture, is two hundred and fifty-three feet long and two hundred wide, constructed of a light-coloured granite brought from Hallowell, Me.

LITERARY INSTITUTIONS, &c.—Of the literary institutions of New-York, *Columbia College*, at the foot of Park Place, is the oldest, having been chartered by George II. in 1754, by the name of King's College. The original name was changed to Columbia College in 1784. It has a president and ten professors, 1170 alumni, 100 students, and a library containing 14,000 volumes. The building contains a chapel, lecture-room, hall, museum, and an extensive philosophical and chemical apparatus. The *Grammar School* attached to

the College has nearly from 300 to 350 students, and instruction is given in all the branches necessary for admission into any college, or for the performance of the business of the counting-room.

The *University of the City of New-York* is in University Place, opposite Washington Square. It is built of white marble, in the Gothic style, and is 100 feet long and 100 wide. The building contains a chapel, which receives its light from a window of stained glass in the west front, 34 feet wide and 50 high. This institution was founded in 1861, has a president and 11 professors, a valuable library, and philosophical apparatus.

The *Union Theological Seminary*, founded in 1824, is located in University Place, between Seventh and Eighth streets. It has 6 professors, about 100 students, and a library containing over 16,000 volumes.

The *General Theological Seminary of the Protestant Episcopal Church in the United States* is situated at the corner of 9th Avenue and 11th-street. It was founded in 1818, and consists of two buildings, constructed of stone, in the Gothic style of architecture.

The *Rutgers Female Institute*, in Madison-street, has a fine building, a valuable library, and philosophical apparatus.

The *New-York Society Library* is on Broadway, corner of Leonard-street. This institution was founded in 1784, and has a library of about 40,000 volumes, a lecture-room, and rooms for the Academy of Design.

The *Apprentices' Library*, situated in Crosby street, has a library of 12,000 volumes, and offers facilities for the cultivation of the mind, of which a large number of apprentices have availed themselves. Here is also the *Mechanics' School*, which has many teachers and 500 pupils.

The New-York Hospital, situated on Broadway, opposite Pearl-street, has extensive buildings, and is finely located.

The New-York Lunatic Asylum is at Bloomingdale, near the Hudson: attached to it are 40 acres of ground, laid out in gardens, pleasure grounds, and walks. Being on elevated ground, a fine view of the Hudson River, with the surrounding country, is here obtained. The principal building, which is of stone, cost, with its grounds, upwards of \$500,000. It contains 150 patients.

Hotels.—The hotels in New-York are numerous, and well kept, and are not surpassed in comfort and accommodation, by those of any other city in the Union.

The Astor House, in Broadway, may be considered among the first in point of attraction, although there are many others equally as well kept. This building was erected by Mr. John Jacob Astor, and opened on the 31st of May, 1836; it is built of Quincy granite, in a remarkably massive style, simple and chaste, is five stories high, with a front of 201 feet on Broadway, directly opposite the Park, 154 on Barclay-street, and 146½ on Vesey-street. Its height is 77 feet, and it contains upwards of 300 rooms. The dining room is 106 feet by 42. The entire cost of the building, including the ground, was about \$750,000. The price of board per day in this establishment is \$2.00.

The American Hotel is pleasantly situated at 230 Broadway, opposite the Park. Board \$2.00 per day.

The Athenaeum Hotel, 347 Broadway, is a well kept house. Board per day \$1.50.

The Atlantic Hotel, No. 5 Broadway, opposite the Bowling Green. Board per day \$1.50.

The Carlton House, 350 Broadway. Board \$2.00 per day.

The *City Hotel*, 138 Broadway, on the corner of Cedar-street. Board \$2.00 per day.

Clinton Hotel, in Beekman-street. Board per day \$2.00.

The *Creston Hotel*, 149 Broadway. Board per day \$1.50. This is a temperance house.

Delmonico's, in Broadway, near the Bowling Green, is a new and handsome building. This establishment is conducted on the European plan.

Florence's, in Broadway, corner of Walker-street, is also a new and elegant establishment, conducted upon the European plan.

The *Franklin House* is in Broadway, corner of Dry-street. Board \$2.00 per day.

Howard's Hotel is in Broadway, corner of Maiden-Lane. Board per day \$2.00.

Judson's Hotel, 61 Broadway. Board \$2.00 per day.

Lovejoy's Hotel, on the corner of Park-Row and Beekman-street, is conducted on the European plan.

The *Merchants' Hotel*, 41 Courtland-street. Board \$1.50 per day.

The *National Hotel*, at No. 5 Courtland-street. Board \$1.50 per day.

The *New England House*, 111 Broadway. Board \$1.50 per day.

The *New-York Hotel*, 731 Broadway, is retired, but eligibly situated. Board \$2.00 per day.

The *Pacific Hotel*, 163 Greenwich-street. Board \$1.50 per day.

The *Park-Street House*, 68 Post-street. Board reduced to \$1.00 per day.

The *Reckoner Hotel*, 31 Courtland-street. Board \$1.50 per day.

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NEW-YORK CITY.

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Redden's Hotel, 165 Broadway, between Courtland and Liberty streets. Board \$3.00 per day.

Tammong Hall, corner of Nassau and Frankfort streets, is conducted on the European plan.

Tremont Temperance House, 110 Broadway. Board \$1.50 per day.

The *United States Hotel*, formerly Holt's, is on Fulton-street, bounded by Pearl and Water streets. Board per day \$1.50.

The *Western Hotel*, 9 Courtland-street. Price of board \$1.25 per day.

Besides the hotels, with which the city abounds, there are numerous private Boarding-Houses in different parts of the city. In addition to these, there are many Eating-Houses, where the visitor pays in proportion to what he consumes; these, however, are principally in the lower or business part of the city. A person, if he desires it, may have a sleeping-room at Lovejoy's or elsewhere, and take his meals at one of these places at any hour during the day that suits his convenience. Bills of fare, with the prices affixed to each article, are always at hand, so that a person knows exactly what he has to pay before he gives his order.

PLACES OF AMUSEMENT.—These places in New-York are not numerous; but that is characteristic of the American cities generally, when compared with those in Europe. They are as follows:

Park Theatre.—Park Row, opposite the Park. Boxes \$1.00—Pit 50 cents.

Mitchell's Olympic Theatre.—444 Broadway, a few doors above Canal-street. Boxes 50 cents—Pit 12½.

Bowery Theatre.—In the Bowery, above Bayard-street. Boxes 25 cents—Pit 12½.

Chatham Theatre—Chatham-street. Boxes 25 cts., Pit 12½.

Palme's Opera House—41 Chambers-street.*

American Museum—Broadway, opposite the Astor House. Admission 25 cents.

Castle Garden—Off the Battery. Admission 25 cents.

Wible's Garden—Was destroyed by fire on the 19th of September, 1845.

Fountain Garden—Situated at the furthest end of the Bowery. Admission 25 cents.

EXHIBITION OF THE FINE ARTS—*American Art Union*—Collection of Paintings, 322 Broadway, above Pearl-street. Admission free.

New-York Gallery of Fine Arts—In the Rotunda in the Park, corner of Centre and Chambers streets. Admission 25 cents. Life Membership \$1.00.

National Academy of Design—Corner of Broadway and Leonard street.

Grant Thorburn's Flower Store and Picture Gallery—15 John-street.

Plumb's Daguerrian Gallery—Broadway, opposite the Park.

THE CROTON WATER-WORKS.—The building of this great work was decided on at the city charter election of 1835, and on the 4th of July, 1842, it was so far completed that the water was let into the Reservoir, and on the 14th of October following it was brought into the city.

The whole cost of this great work will be about \$14,000,000, more than double the original estimate. Between the Distributing Reservoir in 40th-street and the

* A new Theatre is building in Broadway, near Anthony-street, and a new Opera House in Astor Place, in the upper part of Broadway, both of which are expected to be in operation this fall.

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Admission 25 cents.
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Battery, about 150 miles of pipe have been laid, from 6 to 36 inches in diameter. There are 1400 fire, and 600 fire hydrants in the city.

The aqueduct commences five miles from the Hudson, and is about forty miles from the City Hall. The dam is 950 feet long, 70 feet wide at the bottom, and 7 feet at the top, and 40 feet high, built of stone and cement. A pond five miles in length is created by the dam, covering a surface of 400 acres, and containing 500,000 gallons of water. From the dam the aqueduct proceeds sometimes tunnelling through solid rocks, crossing valleys by embankments and brooks by culverts, until it reaches Harlem River. It is built of stone, brick, and cement, arched over and under; is 6 feet 3 inches wide at the bottom, 7 feet 8 inches at the top of the side walls, and 9 feet 5 inches high; has a descent of 18½ inches per mile, and will discharge 60 millions of gallons in 24 hours. It crosses Harlem River on a magnificent bridge of stone, 1450 feet long, with 14 piers, eight of them 60 feet span, and seven of 50 feet span, 114 feet above tide-water to the top, and which will cost \$300,000. The Receiving Reservoir is at 85th-street and Sixth Avenue, covering 35 acres and containing 150 millions gallons of water.

There is now no city in the world better supplied with pure and wholesome water than the city of New-York; and the supply would be abundant, if the population were five times its present number.

The most convenient mode of visiting the Distributing Reservoir in 40th-street, or the Receiving Reservoir in 85th-street, is by the cars of the Harlem Railroad, which leave the depot opposite the City Hall every 15 minutes during the day. Fare 12½ cents.

Lanes or Steamboats, &c. Steamboats (during the sea-

son of navigation) leave daily for *Albany and Troy* and intermediate places, mornings and evenings, from the North River. *Fare* usually varies from 50 cents to \$2.00.

For *Boston*, passengers by the *Norwich and Worcester*, and *Stonington and Providence* routes, take the steamboats on the above lines, from the foot of Battery Place; and those who wish to go by the *Fall River* route, starting from Pier No. 2, North River, are conveyed in splendid and commodious steamers, through the Sound, to the termini of the several railroads, and thence to Boston.

The fares are as follows:—On either route between New-York and Boston, \$4.00. To Worcester, Mass., \$3.50; to Norwich, Conn., \$2.00; to Providence, R. I., \$3.00; to Stonington, Conn., \$2.00; Providence by Fall River route, \$3.00; and to Newport or Fall River, \$2.00.

The above steamboats leave every afternoon (Sundays excepted), and arrive in Boston early the next morning.

There is also a day-line to Boston, via New Haven, Hartford, and Springfield, which leaves from Peck Slip, East River, every morning.

For *New Haven and Hartford*, steamboats leave Peck Slip, East River, daily.

Philadelphia, by New Jersey Railroad. Passengers leave the depot at the foot of Liberty-street (where tickets are procured), and crossing the ferry to Jersey City, there take the cars for Philadelphia. Trains leave New-York at 9 o'clock, A. M. and 4½ P. M. *Fare* \$4.00.

Philadelphia, via Camden and Amboy Railroad. Passengers take the steamboat from Pier No. 2, North River, near the Battery, at 5 o'clock, A. M. to Amboy—there taking the cars for Philadelphia. *Fare* \$3.00.

New-York and Erie Railroad. Steamboats leave the foot

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Steamboats leave the foot

of Duane-street at 7 o'clock, A. M. and 4 P. M. for *Piermont*,
where passengers take the cars for places on the route.

Bridgeport and Housatonic Railroad. A steamer
leaves the foot of Market-street every morning for Bridge-
port, Conn., connecting with places on the Housatonic
route.

The *Hudson River Railroad*, extending from New-York
to Albany, is now being constructed; it will, no doubt, be
pushed through to completion at as early a day as possible.
The route of this road may be seen, by referring to the map
of the *Hudson River*, &c.

**RATES OF FARE IN NEW-YORK FOR HACKNEY-COACHES,
CARRIAGES, OR CABS.**—For conveying a passenger any dis-
tance not exceeding one mile, 25 cents; two passengers, 50
cents, or 25 cents each; every additional passenger, 25 cents.

For conveying a passenger any distance exceeding a mile,
and within two miles, 50 cents; every additional passenger,
25 cents.

For the use of a hackney-coach, carriage, or cab, by the
day, with one or more passengers, \$5.00.

For the use of a hackney-coach, carriage, or cab, by the
hour, with one or more passengers, with the privilege of
going from place to place, and of stopping as often as may
be required, as follows:—first hour, \$1.00; second hour,
75 cents; every succeeding hour, 50 cents.

Children under two years of age, nothing; from two to
fourteen, half price.

Each passenger is entitled to take one trunk, valise, box,
bag, or other travelling package; and as many more as he
pleases, by paying 5 cents for each extra, or 12½ cents if over
a mile.

If the distance be over one mile, and not over two miles,

the charge for one passenger is 50 cents, and each additional one, 35 cents.

If a carriage is taken by the day or hour, it must be so specified.

If a hack is detained or hindered, the driver is entitled to 75 cents for the first hour, and 37½ cents per hour afterwards, in addition to mileage.

Every hack is required to be conveniently numbered, and to have the rates of fare posted on the hack; and in default of either of these, the driver is not to demand or receive any pay.

Cab.—Cabs to and from dwellings, to or from steamboats, or other parts of the city, with one or two persons, 50 cents.

When leaving the stand with one person, any distance not over a mile and a half, 35 cents. When with two persons, 37½ cents. When by the hour, driving in town from place to place, for each hour, 50 cents.

DISTANCES FROM THE CITY HALL.—To the Battery, north end, three-quarters of a mile—south end, one mile; foot of Courtland-street, half a mile; foot of Barclay-street, three-quarters of a mile; foot of Chambers-street, half a mile; foot of Canal-street, one mile; Dry Dock, two miles; Catharine-street Ferry, three-quarters of a mile; Fulton Ferry, half a mile; South Ferry, one mile; Navy Yard, Brooklyn, one mile and a quarter; Jersey City Ferry, half a mile; Harlem, eight miles; Distributing Reservoir, three miles and a quarter; Receiving Reservoir, five miles.

PLACES IN THE VICINITY OF NEW-YORK.—Brooklyn, described at length, at page 122; Navy Yard, Brooklyn, at page 124; Atlantic Dock, at page 125; Greenwood Cemetery, at page 126.

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When with two per-
son, driving in town from
its.

To the Battery, north
end, one mile; foot of
of Barclay-street, three-
miles; half a mile;
Dock, two miles; Cath-
a mile; Fulton Ferry,
Navy Yard, Brooklyn,
Ferry, half a mile;
reservoir, three miles and
a mile.

-Yours.—Brooklyn, Jr.
Navy Yard, Brooklyn, at
185; Greenwood Center

Williamsburg is situated on Long Island, opposite the northeast part of New-York, from which it is separated by the East River. This place, which, as well as Brooklyn, has become a noted residence for those doing business in New-York, is increasing rapidly both in wealth and population. At the present time (1847) its population is not less than 15,000. It is connected with New-York by three steam-ferries, the boats on which ply at regular intervals. *The ferrings is from 3 to 4 cents each way.*

Astoria, a flourishing village six miles northeast of the city, has a fine location, being situated on the East River near "Hell Gate." This has now become a favorite residence for persons from New-York.

Flushing, at the head of Flushing Bay, five miles from Long Island Sound by water, and nine miles from the City Hall, New-York, is a favorite place of resort for the citizens of New-York and Brooklyn; and the ride from the latter place is delightful; from the former it is reached by steam-boats, one plying between the two places at regular intervals. The *Linnæan Botanic Garden*, situated here, covers, including nurseries, about sixty-five acres of ground, and is a delightful place. Here may be procured fruit and ornamental trees, shrubs, plants, and flowers, in great variety. *Visitors have free access to the garden on all days (Sundays excepted).*

Flatbush, about five miles from Brooklyn, *Flatlands* eight, *Gravesend* ten miles, are small but handsome places. The shores of the latter place abound with clams, oysters, and water-fowl, and are much resorted to.

Coney Island, belonging to the town of Gravesend, is five miles long, and one broad, and is situated about twelve miles from New-York. It has a fine beach fronting the ocean, and is a favorite resort for sea-bathing. On the north side

of the Island is an hotel. Steamboats ply regularly between the city and Coney Island during the summer season. Fare 12½ cents each way.

Fort Hamilton, one of the fortifications for protecting the harbor of New-York, is situated at the "Narrows," about seven miles from New-York. There is here an extensive hotel or boarding-house, for the accommodation of visitors. The Coney Island boat stops at Fort Hamilton to land and receive passengers. Fare 12½ cents.

Rockaway Beach, a celebrated and fashionable watering-place, on the Atlantic sea-coast, is in a southeast direction from New-York. The Marine Pavilion, a splendid establishment, erected in 1834, upon the beach, a short distance from the ocean, is furnished in a style befitting its object as a place of resort for gay and fashionable company. There is another hotel here which is well kept; also several private boarding-houses, where the visitor, or the invalid, may enjoy the invigorating ocean breezes, with less parade and at a more reasonable cost than at the hotels. The best route for reaching Rockaway is by the Long Island Railroad to Jamaica, twelve miles; thence eight miles by stage, over an excellent road, to the beach.

Bloomington is a neat village, five miles from the City Hall, on the left bank of the Hudson. Here is the Orphan Asylum. Manhattanville, two miles north of the latter place, contains the Lunatic Asylum, which occupies a commanding situation. Harlem, eight miles from the City Hall, is reached by the cars on the Harlem Railroad, which leave the depot in New-York many times daily.

The Croton Water Works—already described at page 124.

Places on the Hudson River worthy the attention of stran-

boats ply regularly between the summer season. First

locations for protecting the at the "Narrows," about here is here an extensive accommodation of visitors. Fort Hamilton to land and

and fashionable watering- in a southeast direction written, a splendid estab- the beach, a short distance style befitting its object as a reasonable company. There kept; also several private, or the invalid, may enjoy with less parade and at a hotels. The best route for Long Island Railroad to Jami- at miles by stage, over an t, five miles from the City son. Here is the Orphan miles north of the latter m, which occupies a com- at miles from the City Hall, from Railroad, which leave es daily.

ready described at page 114. worthy the attention of stran-

gers, are described under the heading, "Passage up the Hud- son," at page 134.

Staten Island, the landing at which is about five miles from New-York and fronting the Quarantine Ground, has a fine situation commanding a splendid view of the beautiful bay, Long Island, &c. There are here hotels and boarding-houses, for the reception of visitors. Steamboats leave New-York several times daily, from the foot of Whitehall-street, at the Battery. Fare 12½ cents.

New Brighton, *Fort Richmond*, and the *Seller's Snug Harbor*, an asylum for superannuated seamen, are situated in the north part of the Island.

The *Ocean House*, in New Jersey, near Sandy Hook, and fronting the Atlantic, is a place of much resort during the warm season.

Long Branch, about thirty-two miles from New-York, and a little south of the Ocean House, is another place of resort for those in pursuit of fishing or sea-bathing.

Shrewsbury, *Red Bank*, and *Tinton Falls*, in the vicinity of the above places, are also places of great resort. A steamboat leaves New-York daily from the pier next above the Fulton Ferry.

Schooley's Mountain, and the *Panama Falls*, both in New Jersey, attract numerous visitors. See *Index*.



View from Brooklyn - Bridge.

BROOKLYN.

The city of BROOKLYN is situated at the west end of Long Island, opposite to the city of New-York. It is the second city in the State in population, and at the present time numbers about 60,000. It is separated from New-York by the East River. The communication between the two cities is rendered easy and convenient by five steam-ferries. Fare 3 cents each way. The Fulton Ferry, which is by far the greatest thoroughfare, has handsome and comfortable boats. Two new steamboats have recently been placed on the Ferry, costing upwards of \$30,000 each, which are not surpassed for size and beauty by those on any other ferry in the world. The crossing to and fro, especially mornings and evenings, is so great as to strike a stranger with astonishment. Three boats constantly ply at the same time on each



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of the three principal ferries, and the time of crossing is usually from four to six minutes. Two new ferries are about to be established between these places. The near vicinity of Brooklyn to the business centre of New-York, makes it a favorite residence with many doing business in the latter place.

The ground on which Brooklyn is built is more elevated than that of New-York. The "Heights," on the East River, present a bold front, elevated seventy feet above tide-water, affording a delightful view of the city and harbor of New-York, the islands in the bay, and the shore of New Jersey.

Brooklyn is laid out with considerable regularity, the streets, with the exception of Fulton, being generally straight, and crossing each other at right angles. Most of the streets are shaded with fine trees, which, in the summer season, impart to the city the freshness and gayety of a country town. It is this, with the purity of its atmosphere, and the facilities afforded for reaching the great metropolis, that has made Brooklyn increase so rapidly in wealth and population.

Most of the houses here are well built, and many of its dwellings are distinguished for their splendor, and a chasteness of elegance in their architectural design.

The population in 1810 was 4402; in 1830, 7175; in 1850, 15,306; in 1860, 36,223; and at the present time (1867) it is not less than 60,000.

Brooklyn was incorporated as a village in April, 1806, and as a city, with greatly extended limits, on the 8th of April, 1846. It is divided into nine wards, and is governed by a mayor and a board of eighteen aldermen, two from each ward, annually elected.

The shores of Brooklyn, where not defended by wharves,

undergo continual and rapid changes by the velocity of the current in the East River. Governor's Island was formerly connected with Brooklyn at Red Hook Point; and previous to the Revolution, cattle were driven from the Hook to the island, then separated by a narrow and shallow passage called Buttermilk Channel, which is now wide and deep enough for the passage of merchant vessels of the largest size.

PUBLIC BUILDINGS.—Of these the most prominent is the new *City Hall*, now being constructed, which occupies the site of the one projected and commenced several years since; the present one is built of white marble, and is on a less magnificent scale, the plan of that day being altogether too extensive for the requirements of the city. The *Jail*, a substantial building erected in 1837, is situated in the eastern part of Brooklyn, near Fort Greene. The *Lycæum*, in Washington-street, corner of Concord, is a fine granite building, with a spacious and commodious lecture-room. The *City Library* contains a large number of valuable literary and scientific works. The *Savings Bank*, an excellent institution, is in an elegant new building on the corner of Fulton and Concord streets.

CHURCHES.—The churches in Brooklyn are numerous, and many of these recently constructed are splendid edifices,—the principal of which is the new Episcopal Church of "The Holy Trinity," situated in Clinton-street, which is a magnificent specimen of Gothic architecture. This church was erected by the munificence of a citizen of Brooklyn at a cost of about \$150,000.

THE UNITED STATES NAVY YARD is situated on the south side of Wallabout Bay, in the northeastern part of Brooklyn, and occupies about forty acres of ground, enclosed on the land side by a high wall. There are here two large ship-

ages by the velocity of the current; and the island was formerly Hook Point; and previous to the removal of the Hook to the new and shallow passage which is now wide and deep, the vessels of the largest size. The most prominent is the Arsenal, which occupies the site of the old fort, and has been reconstructed several years since in granite and marble, and is on a level at day being altogether ten feet above the city. The Jail, a substantial building, is situated in the eastern part of the city. The Lyceum, in West Street, is a fine granite building, and contains a lecture-room. The City Library, of valuable literary and scientific works, is situated on the corner of Fulton

Street. Brooklyn also contains many other splendid edifices, — the Episcopal Church of the Holy Trinity, in West Street, which is a magnificent structure. This church was the first of Brooklyn at a cost

of \$1,000,000. It is situated on the south-eastern part of Brooklyn, on a high ground, enclosed on the north and east by two large ship-

houses for vessels of the largest class, with workshops and every requisite necessary for an extensive naval depot. The United States Naval Lyceum, an exceedingly interesting place, is also in the Navy Yard. It is a literary institution, formed in 1833 by officers of the Navy connected with the port. It contains a splendid collection of curiosities, and splendid mineralogical and geological cabinets, with numerous other valuable and curious things worthy the inspection of the visitor. A Dry Dock is being constructed here, at a cost of about a million of dollars.

On the opposite side of the Wallabout, half a mile east of the Navy Yard, is the Marine Hospital, a fine building erected on a commanding situation, and surrounded by upwards of thirty acres of well-cultivated ground.

At the Wallabout were stationed the Jersey and other prison-ships of the English during the Revolutionary war, in which, it is said, 11,500 American prisoners perished, from bad air, close confinement, and ill treatment. In 1800, the bones of the sufferers, which had been washed out from the bank where they had been slightly buried, were collected, and deposited in thirteen coffins, inscribed with the names of the thirteen original States, and placed in a vault beneath a wooden building erected for the purpose, in Jackson Street, opposite to Front, near the Navy Yard.

THE ATLANTIC DOCK, about a mile below the South Ferry, is a very extensive work, and worthy the attention of strangers. It can be reached from New-York by taking the Hamilton Avenue Ferry, near the Battery, which lands its passengers close by. The Company was incorporated in May, 1860, with a capital of \$1,000,000. The basin within the pier contains forty-two and a half acres, with sufficient

depth of water for the largest ships. The piers are furnished with many spacious stone warehouses.

GREENWOOD CEMETERY is situated in the south part of Brooklyn, at Gowanus, about three miles from the Fulton Ferry, at which place visitors can take one of the stages which leave hourly for the Cemetery. Fare 12½ cents. Another way of reaching Greenwood is by the new ferry at Whitehall, which lands its passengers in the vicinity of the Cemetery, on a pier of immense length jutting out from the shore: carriages run from the landing-place to the Cemetery, carrying passengers at a trifling charge.

Visitors by keeping the main avenue, called *The Tour*, as indicated by *guide-boards*, will obtain the best general view of the Cemetery, and will be able again to reach the entrance without difficulty. Unless this caution be observed, they may find themselves at a loss to discover their way out. By paying a little attention, however, to the grounds and guide-boards, they will soon be able to take other avenues, many of which pass through grounds of peculiar interest and beauty.

The Cemetery contains about 300 acres of ground, with a great variety of surface, and is tastefully laid out in walks. The natural surface has been preserved, together with its ponds, trees, &c. Several of the monuments, which are original in their design, are very beautiful, and cannot fail to attract the notice of strangers. Those of the Iowa Indian Princess, Dobsonius, and the "mad poet," McDonald Clark, near the *Sylvan Water*, are admirable.

"In Greenwood, are quiet dells, nestling little lakes in their bosoms, shaded by locusts and willows from the sun, made cool by the sea breezes, and musical with the songs of birds; or you may loiter in a village of graves, as it were,

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with hundreds of visitors, like yourself, poring over sculp-
tured tokens of affection."

These delightful grounds now attract much attention,
and have already become a place of much resort, and they
will continue yearly to attract additional crowds of visitors,
as their beauties become more generally known, and the ties
more extended that bind many in the surrounding country
and neighbouring cities, to the once-loved—not, to the eyes
of Faith and Affection, dead, but sleeping—forms of those
who lie in this beautiful resting-place of the departed.

LONG ISLAND RAILROAD ROUTE.

This road extends from South Brooklyn, opposite to the
lower part of the city of New-York, to Greenport, at the
east end of Long Island, 96 miles. After leaving the depot
near the South Ferry, the cars pass through a tunnel, under
Atlantic-street, which is 2,750 feet long, and about 30 feet
deep, at the highest part of the street, and cost \$36,000.

The railroad to Jamaica, 12 miles, was the first link of the
road constructed, by a company incorporated April, 1832,
with a capital of \$300,000. In April, 1834, the Long
Island Railroad Company was incorporated, with a capital of
\$1,500,000, to construct a road through Long Island to
Greenport, with permission to unite with the Brooklyn and
Jamaica Company. The design of this road originally was
to open a speedy communication between New-York and
Boston, which, by a ferry crossing the Sound, was to connect
with either of the great routes that terminate in the latter
city. This is undoubtedly the shortest route between the
two cities, and until recently was opened for the day travel

between New-York and Boston, but owing to some temporary embarrassments of the Company, has been discontinued for the present. The cars, however, run regularly between Brooklyn and Greenport, and intermediate places. The scenery on the route is neither varied nor interesting, the country through which it passes being mostly flat, with a poor and sandy soil. The distance between New-York and Boston, by this route, connecting with the Norwich and Worcester railroad, is 235 miles.

Jamaica, situated on the railroad, and on the turnpike-road leading from Brooklyn to Hempstead, is a neat and pleasant village, approached by roads running through a district highly cultivated, and richly adorned with productive farms and splendid country-seats. This village is a great resort for persons from the neighboring cities, the railroad rendering the communication easy and convenient. Many persons doing business in New-York have a permanent residence here. *Fare 25 cents.*

A branch road, two and a half miles, extends to *Hempstead*, centrally situated upon the south side of "Hempstead Plains," and by a turnpike road about 21 miles from Brooklyn. The soil, which is sandy loam, is rendered highly productive by judicious cultivation. *Fare 37½ cents.*

North Hempstead, 21 miles from Brooklyn, is situated a short distance north of the railroad, and on the turnpike-road which runs throughout the island. It is the seat of the county, and contains the court-house, &c. In this town is "Harbor Hill," which rises to the height of 331 feet above the ocean, and is said to be the most elevated land on the Atlantic coast from Montauk Point to Florida. It is about 19 miles from the Atlantic, and is visible some distance at sea. Success Pond, situated on a high hill, in the

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west part of the town, is a mile in circumference; it abounds with yellow perch, and is a favorite resort for the angler.

Riverhead is situated on the Peconic River, 75 miles from Brooklyn, and is the capital of Suffolk county. Vessels of 70 tons burthen come within two and a half miles of the village. Large quantities of wood are sent from this place to New-York. Fare \$1.00.

Greenport is the eastern termination of the Long Island railroad, from Brooklyn 96 miles. Before the construction of the railroad, it consisted of a few straggling houses only, but is now quite a large and prosperous village. Fare \$2.00. On the arrival of the cars, a steamboat leaves Greenport for Buzz Harbor.

Gardiner's Island, situated across the mouth of Gardiner's Bay, about 10 miles from Greenport, was settled as early as 1639, by a Scotchman who had served in the English army. This, it is said, was the first British settlement in the State of New-York. The island is remarkable for its fine cultivation, its extensive dairy, numerous herds, and great product of wool. "The celebrated Captain Kidd called at this island on his way to Boston, when he returned from his cruise in 1699, and deposited there a box of gold, silver, and precious stones, intrusting the then owner of the island with the secret, and holding his life in pledge for his fidelity. An account of this deposit was found among the pirate's papers upon his arrest; and the box was discovered, and delivered to the commissioners appointed to receive it. It contained 720½ oz. of gold, 847½ ounces of silver, and 17½ of jewels."

HARLEM RAILROAD.

This road, which is now in operation to Somers Town, 50 miles from New-York, extends from the City Hall, at the junction of Centre and Chatham-streets, through Centre, Broome and the Bowery, to the Fourth Avenue; at 22d-st. it enters the first deep cutting into the solid rock, at Murray's Hill, and then proceeds towards the tunnel under Prospect Hill, at Yorkville, which is 508 feet long, 24 wide, and 21 high to the top of the arch, cut through solid rock, superseding the necessity of masonry, and which cost \$90,000; from thence it proceeds to Harlem, crossing the river over a substantial bridge into the county of Westchester. (By referring to the map of the Hudson River, the extension route of this road to Albany will be seen.) About one half of the route is already completed, if we take into consideration that portion of the Albany and West Stockbridge railroad of which it will form a part, and with which it will connect near Chatham Four-Corners. The completion of this road will open a new trade with the rich and flourishing counties through which it is to pass, which will give a new impetus to its business prospects.

The New-York and New-Haven railroad, (which will probably be in operation in the course of next year,) will unite with the Harlem at a point near Williams' Bridge. In anticipation of the increased amount of business by this connection, the Harlem company have erected a handsome engine-house above 30th-street. It is of brick, with sixteen sides and three entrances, its diameter being 126 feet, that of the turn table 35 feet, and the height of the dome from the ground, 54 feet. The building will accommodate sixteen engines, with their tenders. A machine shop, 100 feet by 40, is constructed in the rear of the main building.

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Yerkesville is 5 miles north of the City Hall: the cars pass many times through it daily. In this vicinity is the Receiving Reservoir of the Croton water-works, containing 36 acres, enclosed by a high and substantial wall. Fare 12½ cents.

Harlem, 8 miles from the City Hall, is a suburb of New-York, and is now quite a manufacturing place. It can be reached from the city by the cars, many times daily. Fare 12½ cents. Harlem was founded by the Dutch, in 1656, with a view to the amusement and recreation of the citizens. The following is from an ancient Dutch record. "The Governor and Council, desirous to form a new village at the end of Manhattan Island, proposed to settle grants of land of 48 acres each, at 12 shillings the acre, free from taxes, for 10 years, and to assign 15 soldiers for their defence, to erect a sub-court of justice when there should be 25 families established, to provide a clergyman, half of whose salary should be paid, by the government, and to make a road to the city by the company's negroes."

White Plains and Bedford are each semi-captains of Westchester county: the latter is situated upon a highly fertile plain, encompassed by hills. White Plains, at the junction of Croton and Croton rivers, has some manufacturing. Fare to White Plains, 50 cents, and to Croton Falls and Somers, \$1.

NEW-YORK AND ERIE RAILROAD.

This road, when completed, will extend from Piermont, on the Hudson river, 24 miles above N. Y., to Dunkirk on Lake Erie, 420 miles. The company was incorporated by

the legislature on the 24th day of April, 1832, with power to construct a railroad from the city of New-York to Lake Erie, with a capital of \$10,000,000. They were allowed ten years from the date of their charter, within which to complete one-fourth part of the road; fifteen years for one half; and twenty years for the whole; with the privilege to commence at any point on its route, which they should deem most eligible, and use either a single or double track. At the granting of the charter the state reserved the right, after the expiration of ten years, and within fifteen from the completion of the road, to take it with its appurtenances for public use, on paying the cost thereof, with interest at fourteen per cent. per annum. This road is now opened to the public as far as Otisville, eighty-seven miles from New-York, and before long will be completed to Port Jervis on the Delaware River, where it will intersect the Delaware and Hudson Canal, 100 miles from Philadelphia. Instead of carrying it through Sullivan County (as the people resident there desired), it is to follow the Delaware River, on the Pennsylvania side, for which privilege the company is to pay that state \$10,000 per annum. Ten miles of the road at Dunkirk are already completed, other portions are graded, and a part of the superstructure laid down between. The route governed by the Erie Railroad is through one of the best agricultural districts in the country. At Dunkirk, the termination of this road, the lake navigation usually opens from four to six weeks earlier, and remains open for the same period later than at Buffalo. The road from Piermont to Otisville, sixty-three miles, cost about \$1,237,000. At Piermont a pier extends into the river one mile in length, which cost \$220,000.

A steamboat leaves New-York daily, except Sundays,

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from the foot of Deane-street for Piermont, where passen-
gers take the cars for any place on the line of the Erie Rail-
road. *Usual time from New-York to Piermont, 1 hour 45*
minutes; and from Piermont to Otisville, 3½ hours. Stages
ran daily from Middletown, on the arrival of the afternoon
train, to Milford, Carbondale, Honesdale, Montross, To-
wanda, and Owego; also to Monticello, Windsor, Bing-
hamton, Ithaca, &c.

Ramapo, on the Erie Railroad, is two and a-half miles
above the New Jersey line, and lies in the deep valley of
the Ramapo River, on the old stage-road from New-York
to Albany. It is about to be connected by railroad with
Paterson in New Jersey, fourteen and a-half miles south of
Ramapo, and thirty miles from Jersey City. When this
road is completed, passengers from the great West will have
a direct and convenient land route to New-York. *Fare to*
Ramapo 70 cents.

Chlorster lies on the stage-road from Goshen to New-York,
about eighteen miles S. W. from Newburg, in a rich and
picturesque country, productive of grass, grain, fruit, and
excellent butter.

Goshen, the shire town of Orange County, lies in a beau-
tiful valley forty-six miles from Piermont, seventy from New
York, and twenty from the Hudson River at West Point.
It is celebrated for the large quantities of butter produced
here for the New-York and other markets. *Fare from New-*
York \$1.12.

Otisville is the present termination of the railroad. *Fare*
from New-York \$1.25.

PASSAGE UP THE HUDSON.

On leaving the City of New-York, in any one of the many steamboats that ply upon the waters of the Hudson,—not inaptly termed "floating palaces," from the expensiveness and splendor of their construction, the gorgeoussness and profusion of their decorations, and the many appliances with which they are provided to charm the senses and dissipate the cares of travel,—the traveller is at once introduced to a scene of great beauty, and which forms a fitting prelude to the enchanting views that await his progress up the river. Behind him, a short distance, lies the Battery, the ornament of New-York, and the pride of its citizens; and a little farther on, his attention is arrested by Governor's Island and its fortifications. Casting his view down the Bay, he has a glimpse of the "Narrows," and of the shores of Long and Staten Islands; which, in the distance, seem almost to meet—apparently separated by only a thread of water; while on the west side of the Bay his eye is attracted by Bedlow's and Ellis's Islands, whose batteries can hardly be said to frown, amid the waters and the verdure that fresh and smile around them. These, with many other but lesser objects that enhance the beauty and interest of the view, place this scene among such as are, "like angels' visits, few and far between."

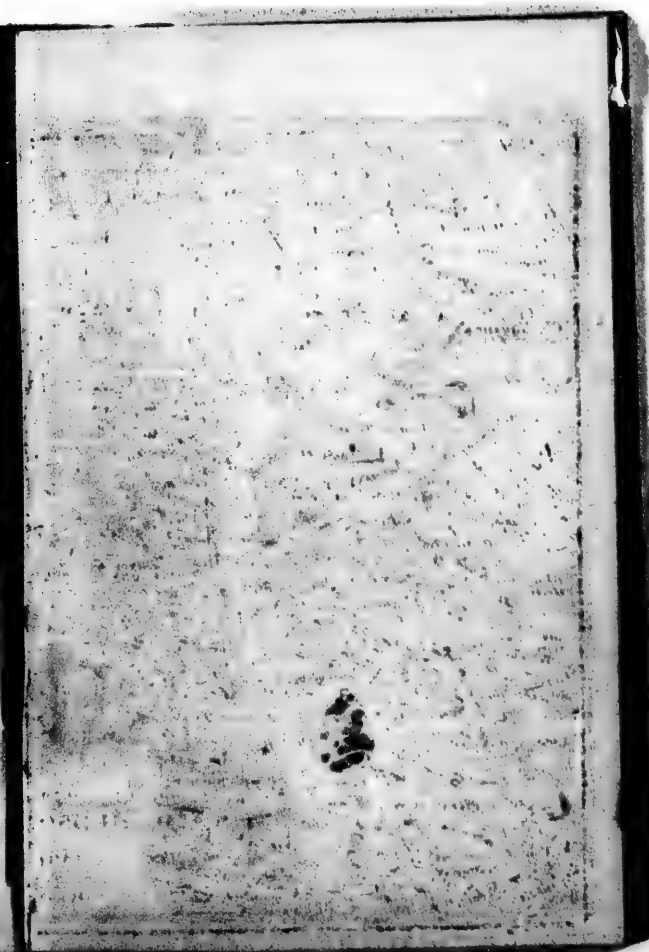
Opposite New-York is Jersey City, where commence the Philadelphia and the Paterson Railroads. This is also the starting-point of the Morris Canal, which unites the Hudson with the Delaware River. One mile north is Hoboken, a popular place of resort for the citizens of New-York. The walks, which are shaded by trees, extend for about two miles along the bank of the river, terminating with the Ely-

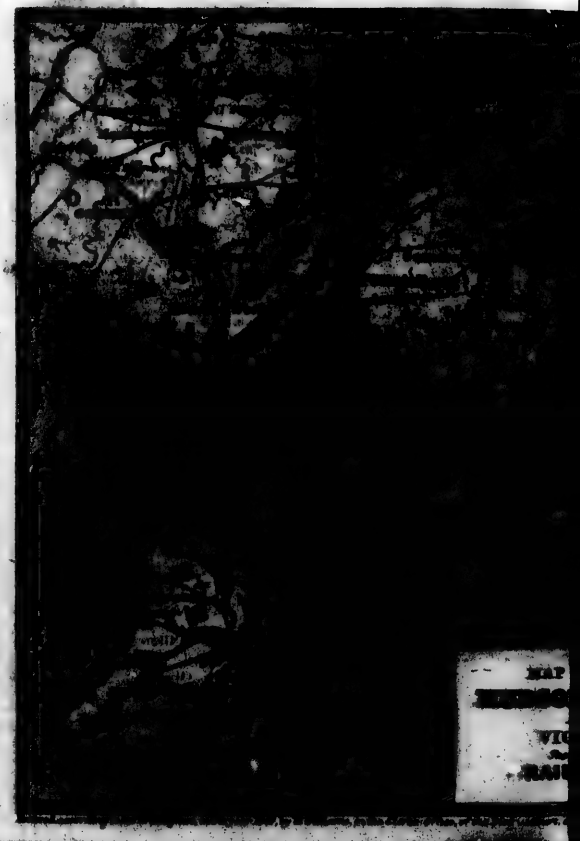
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HUDSON.

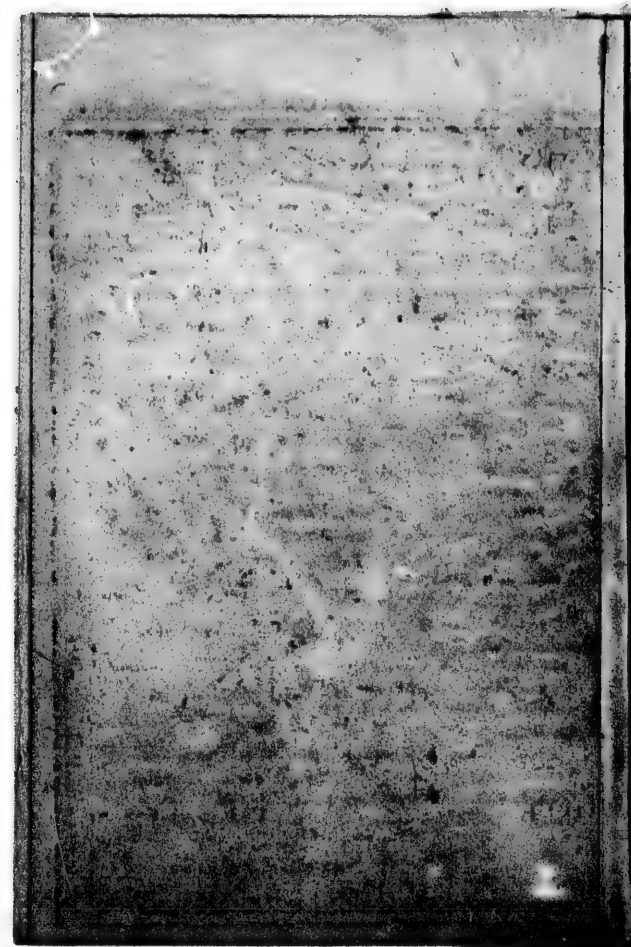
York, in any one of the waters of the Hudson,—
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—uction, the gorgeoussness
and the many appliances
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traveller is at once intro-
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stein Fields. Four miles above the city, on this side of the river, is Westchester. Under a ledge of rocks facing the river, is the spot where General Alexander Hamilton fell in a duel with Aaron Burr. Formerly there was here a marble monument erected to his memory, but it is now removed.

The Palisades are a remarkable range of precipices of trap-rock, extending up the river on the west side twenty miles to Tappan, and forming a singular and in many places an impassable boundary. They rise to the height of five hundred feet.

Bully Ferry, six miles from New-York, is a place of considerable resort during the summer season. It is connected with New-York by a ferry. Fare, 15¢ cents.

On the opposite shore, five miles from the City Hall, is Bloomingdale, a suburb of New-York. From the river is seen the Orphan Asylum, with its green lawn extending to the water's edge.

Fort Lee, on the west side of the river, ten miles above the city, is situated on the brow of the Palisades, more than 200 feet above the river. A ferry connects it with New-York. Fare, 15¢ cents.

Fort Mifflin is nearly opposite. Here, during the Revolution, the American army sustained a defeat, and 2000 men surrendered themselves prisoners of war.

Specter Duval Creek, thirteen miles above New-York, flows into the Hudson; this creek, with the Harlem River, of which it is a part, forms Manhattan Island, upon which the city is built.

Philipsburg, or Tappan, seventeen miles above New-York, at the mouth of a small creek called the Saw-Mill, is a charming village, and is much resorted to in warm weather. Fare, by steamer from New-York, 25¢ cents.

Hastings, three miles north of Yonkers, is a neat little village containing some fine country-seats.

Dobbs' Ferry, twenty-two miles north of the city, was a noted place during the Revolutionary war.

Piermont, on the west bank of the Hudson, is the starting point of the New-York and Erie railroad. A pier extends from the shore a mile in length. A steamboat plies daily between this place and New-York, and connects with the railroad. Three and a half miles west, lies the village of *Tappan*, celebrated as being the head-quarters of Washington during the Revolution, and the place where Major Gen. Andre was executed, October, 1780. Here commences the expansion of the river known as the Tappan Bay, extending a distance of ten miles, with an average width of two and a half.

Four miles north of *Dobbs' Ferry* is the beautiful residence of Washington Irving, the popular American author. This villa is built on the margin of the river, with a neat lawn and embellished grounds surrounding it. It is built in the old Dutch style, and may be distinctly seen by the traveller from the steamboat, in going up or down the river.

Thurystown, twenty-seven miles above New-York, is beautifully situated on Tappan Bay. This is the place where Major Andre was stopped, (on his way to the British lines,) returning from his visit to Gen. Arnold.

Nyack, on the west side of the river, twenty-eight miles above New-York, was formerly important for its quarries of red sandstone; but the Quincy and other granites have supplanted it in public favor. A steamboat plies daily between this place and New-York.

Sag-Sag is on the east shore of the Hudson, thirty-three miles above New-York. It is situated partly on elevated

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ground, and commands a fine view of the river and the sur-
rounding country. This place contains the State Prison, oc-
cupying one hundred and thirty acres of ground, which can
be distinctly traced from the boat, as it proceeds up or down
the river. It is noted for its marble quarries, which are ex-
tensively worked by the State convicts, who have erected
two large prisons, workshops, &c., from the stone quarried
here. The Croton River, after running a southwest course
of about forty miles, enters the Hudson two miles above
Sing Sing, and during the spring of the year pours a consid-
erable volume of water into that river. Its source is derived
from ponds of pure water in a granite region of country.
A portion of this river is diverted from its course to supply
the citizens of the metropolis with the greatest of all luxu-
ries, a beautiful supply of the pure element. The rapid
fashets of the Croton have brought down such an amount
of earth and stones as to form Teller's or Croton Point, an
isthmus that extends about a mile from the eastern shore,
separating the Tappan from the Haverstraw Bay.

On the opposite side of the river is *Vandricke's Hook*, a
bold headland rising majestically from the water; above
which the river again expands to the average width of two
miles, extending six, and is known as the Haverstraw Bay.
On the Vandricke mountain is a clear crystal lake, about
four miles in circumference, which forms the source of the
Hachemack River, and which, although not more than a
mile from the Hudson, is elevated 550 feet above it. This
is the Rockland lake, from which New-York is supplied
with ice of the purest quality. The ice is cut into large
square blocks, and slid down to the level of the river, and,
when the river breaks up, is transported to the city of New-
York.

Neversdown, or Warren, is on the west side of the river, thirty-six miles from the city, with which there is a daily communication by steamboat. *Verplanck's Point,* on the east side of the river, and *Stony Point,* on the opposite side, are memorable from their connection with events of the Revolutionary war.

Caldwell's Landing, on the west side of the river, forty-four miles from New-York, is at the base of the *Dunderberg* or *Thunder* mountain. From this elevated position, which is three hundred feet above the river, the visitor has a view that extends over Westchester county to Long Island Sound, down the river and bays to the vicinity of the city, and crosses the river to Peekskill and the mountain summits around West Point. *Caldwell* is usually a place of landing for the Albany boats on their way up the river. Just before reaching this place, the traveller who has never before ascended the river, is scarcely able to conjecture, as he looks around, and sees all further ingress apparently cut off, which course the boat will pursue,—whether through the deep opening to the right, or the one in front, leading through the opening in the mountains. During this brief suspense, and while contemplating the stupendous elevation close at hand, which the steamer almost grazes in its rapid course, the boat is suddenly directed to the left or west, around the acute angle that opens into the *Elbow Pass*, a short reach of the river between the mountains on the south, and *St. Anthony's Point* on the north.—*Peekskill,* on the opposite side of the river, is a village of some importance. An effort is making to connect it by railroad with New Haven, Conn.

The Highlands.—These may be considered the most remarkable feature in the Hudson River scenery. They are sixteen miles in width, and extend in a N. E. and S. W.

the west side of the river, in which there is a daily ferry to *Verplanck's Point*, on the east, on the opposite side, in connection with events of the

side of the river, forty miles above the base of the *Dunderberg*, an elevated position, which, for the visitor has a view nearly to Long Island Sound, in the vicinity of the city, and the mountain summit is usually a place of landing up the river. Just before who has never before can conjecture, as he looks at the apparently cut off, which heather through the deep front, leading through the of this brief suspension, and an elevation close at hand, in its rapid course, the or west, around the *Acute Rock*, a short reach of the south, and *St. Anthony's* on the opposite side of the river. An effect is making *St. Haven, Conn.* is considered the most beautiful river scenery. They are and in a N. E. and S. W.

direction, about twenty-five miles. The highest elevation is 1680 feet.—The course of the boat now is through the "Horse Race," a term derived from the rapidity of the current, caused by an abrupt angle in the bed of the river, which is contracted to a narrow space by its passage through the mountain pass.

Anthony's Nose, on the right or east shore, is a mass of rocks rising to the height of 1128 feet above the level of the river, which runs deeply at its base. Two miles above the last named place, is the *Sugar-Loaf Mountain*, which rears its summit to the height of 860 feet.

The Buttermilk Falls, forty-nine miles above the city, nearly opposite the *Sugar-Loaf Mountain*, present a fine appearance, especially when the stream is swollen by heavy rains. They descend for more than a hundred feet in two successive cascades, spreading out in sheets of milk-white foam; a fine view of them is obtained from the boat whilst passing.

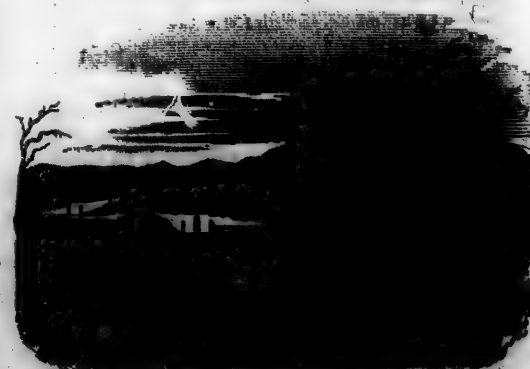
WARR POINT.—The traveller has now arrived at this romantic and interesting spot, fifty miles above New-York, and ninety-three miles from Albany. It was one of the most important fortresses during the Revolutionary war; and is now the seat of the National Military School, organized in 1808, under the direction of General Williams. The cliff selected for the fortress rests against a lofty ridge broken into small eminences that form a species of amphitheatre, washed below by the river. It rises in terraces, the first of which is very narrow and nearly level with the river; the second is approachable by a steep ascent of eighty or ninety feet, and the third, rising one hundred and eighty-eight feet above the level of the water, spreads into a plain of more than a mile in circumference, on which the principal works

were constructed, the chief of which was *Fort Clinton*. Upon the eminences were several redoubts which commanded *Fort Clinton*, of which *Fort Putnam* was the most important. This fort is elevated 598 feet above the river. As the boat proceeds on her course the outworks and buildings attached to the Military School are plainly discernible. During the Revolutionary war this post was emphatically the key of the country, as it commanded the river, which admitted vessels of heavy burden as far as Hudson, and prevented the British from holding communication with Canada. For this reason the British commanders were very anxious to obtain it, and its surrender was to have been the first fruit of Arnold's treason; but in this he was disappointed by the arrest of Major André.—The boat stops at the landing at West Point to discharge and receive passengers, allowing the traveller barely time enough to catch a glimpse of the beauties of this locality. There is a hotel at the brow of the hill which is approached by a good carriage-road from the steamboat landing; the pedestrian may mount by another path, though not without some difficulty. The view from the observatory at the top of the hotel is peculiarly fine in all its parts, but especially on the north,—looking down upon the Hudson and towards Newburg, and the remote chain of the Shawangunk Mountains, seen in the dim blue distance towards the northwest. The hotel is built of stone, and is surrounded by extensive piazzas for promenade, commanding in front a full view of the plain and buildings, and in the rear a delightful prospect of the river and Highlands. During the months of July and August, the cadets are encamped on the plain, when it is highly interesting to witness the drills and parades of these embryo chieftains. Near the north-east extremity of the grounds, at the pro-

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jecting point forming the abrupt bend of the river, is a mon-
 ument of white marble, consisting of a base and short col-
 umn, on the former of which is the simple inscription, "Kos-
 ciuszko," "Erected by the corps of Cadets, 1838." Another
 monument on a hillock at the northwest corner of the plain,
 is an obelisk of twenty feet high, erected by Major Gen.
 Brown to Col. E. D. Wood, a pupil of the institution, who fell
 leading a charge at the sortie from Fort Erie, on the 17th of
 September, 1814. On the river bank at the southeast ex-
 tremity of the parade ground, upon a lower level, is Kosci-
 usko's garden, whither the Polish chieftain was accustomed
 to retire for study or reflection. Near this garden is a clear
 boiling spring, enclosed in a marble reservoir, with durable
 and ornamental steps leading down from the plain above,
 with an arrangement of benches on a projection of the rock
 for visitors.

As the boat takes a sharp turn around the low, rocky pro-
 jection of the river, it unfolds to the eye one of the loveliest
 views in the world:—the lake-like expansion of the river,
 with the steep front of the lofty mountain that here faces it,
 called the *Crow's Nest*, rising to the height of 1428 feet,
 with a depression on the top for the nest, giving a fancied
 resemblance to the name it bears.



The engraving represents a view of the "Crow's Nest," looking down the river, with West Point and Fort Patnam in the distance. The general view of the mountains, and entire panorama of the lower hills and rocky eminences or projections, complete the framing of this magnificent picture. A mile above West Point, on the opposite side of the river, is the *West Point Iron Foundry*, the largest establishment of its kind in the country: it is situated on a stream (which affords considerable water-power) flowing down from the hills in the vicinity.

Cold Spring, a little higher up on the same shore, is handsomely situated in a cove between *Constitution Island* and *Bull Hill*, with a good landing-place, and containing 1200 inhabitants. *Bull Hill*, 1525 feet, *Breakneck Hill*, 1177

feet, and *Beacon Hill*, 1685 feet high, are situated immediately above Cold Spring. *Butter Hill* is the last of the Highland range on the west shore, and is 1539 feet high. This forms a more impressive sight to the traveller, from its immense topping masses of craggy rocks and sweep of precipice, especially towards the south. In getting clear of the Highlands we pass *Polop's Island*, a mass of rock on the east of the channel, having the appearance of the top of a sunken mountain. *Cornwall*, near the northern base of *Butter Hill*, two miles south of Newburg, is the commencement of the expansion of the Hudson called *Newburg Bay*, one mile in width and five in length. *New Windsor*, on the west bank, fifty-nine miles above New-York, is noted as the birthplace of De Witt Clinton. We now approach *Newburg* on the left, with some 6000 or 7000 inhabitants, and which, from its elevated situation on a steep acclivity, is presented full to the view of the passing traveller. It is one of the principal landing-places, and is connected with the opposite side of the river at *Fishkill* (a thriving place of some 1000 inhabitants) by a ferry. Several whale ships, steamboats, and numerous sloops are owned in Newburg.

Low Point, three miles above Fishkill Landing, is a small settlement on the river.

New Hamburg, the next place above, near Warpenger's Creek, an important mill-stream, is another steamboat landing. *Hempden*, nearly opposite, is connected with Newburg by a ferry. A little north is the village of *Marlboro'*.

Barnegat, two miles above New Hamburg, is remarkable for its many lime-kilns.

Poughkeepsie, one of the handsomest places in the State, was founded by the Dutch in 1735. It is 74 miles from the city of New-York, 71 from Albany, 14 from Newburg, 18

from Kingston, and 42 from Hudson city. It is a place of considerable trade, being surrounded by one of the richest agricultural districts in the county. Several steamboats and sailing vessels, with a few whaling ships, are owned here. Poughkeepsie contains several well-kept hotels. The Collegiate School is situated on College Hill, about half a mile northeast of the village. Its location is one of unrivalled beauty, commanding an extensive prospect of the river and surrounding country. *New Paltz Landing* is on the opposite side of the river, the village lying a little distance back. *Hyde Park*, eighty miles from New-York, and sixty-five from Albany, is situated on the east bank of the river. The country seats here are very beautiful.

Rondout is situated at the mouth of the Wallkill River, and is a place of considerable trade, it being the termination of the Delaware and Hudson Canal, at Eddyville, two miles above. Lackawana coal is brought from the mines in Pennsylvania to Rondout, where a number of vessels are employed in conveying it to other parts. One mile further north is *Kingston Landing*, where stages are always ready to convey passengers to Kingston, three miles inland. On the opposite side of the river is *Rhinebeck Landing*, originally settled by the Dutch, the descendants of whom still retain the habits, language, and frugality of their forefathers. *Lower Red Hook* is seven miles north; and three miles still further up is *Upper Red Hook Landing*. This place is connected by a steam ferry with the opposite side of the river, at *Saugerties*, an important manufacturing village. It has a never-failing water-power, derived from the southern slope of the lofty Catskill. *Bristol* is two miles above Saugerties. The village of *Catskill*, 111 miles from New-York, and thirty-four from Albany, is seated on both sides of the Cats-

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kill Creek, near its junction with the Hudson. Coaches run regularly to and from the mountain, and are so arranged as to be at the steamboat landing on the arrival and departure of the boats; and also to enable those who feel inclined to visit the different falls in the vicinity, where every facility is afforded the traveller. The time required for ascending to the Mountain House, a distance of twelve miles, is usually four hours, and the price about one dollar—half this time being sufficient to return. The journey up the mountain is rather a trying one to timid persons, although a safe one. The road for two-thirds of the distance from the landing is very uneven; the remaining distance is by a steep ascent in a zig-zag direction to the top of the mountain. Here, on Table Rock, is the famous hotel known as the *Catskill Mountain House*, elevated 2500 feet above the Hudson. This hotel was erected by the citizens of Catskill at a cost of \$22,000; it is 140 feet in length, four stories high, with a piazza extending across the front, supported by a colonnade. It is placed at a convenient distance back from the verge of the precipice, in order to allow carriages to drive up in front to set down and receive passengers. There is a promenade where visitors may look from the dizzy height into the deep valley beneath, and where, for a distance of forty or fifty miles, the Hudson is distinctly seen, with numerous steamers and river craft, cleaving their way through its waters.



The *Catskill Falls*, of which the engraving is a representation, are formed by two lakes, one mile in length and two thousand feet above the Hudson.

The water over the first precipice falls a distance of 175 feet, and within a short distance takes another plunge of about 75 feet, and then follows the dark windings of the ravine to the valley of the

Catskill.* The visitor should not omit following the circuitous path that leads down a distance of ninety feet, and then pass under the rock behind the waterfall, where are presented many fine scenes. The pure air inhaled at the Mountain House is very invigorating, and its exhilarating effects have been the means of restoring to health, persons

* The engraving, it will be observed, exhibits three falls, which is over the case in the summer months, when the supply of water is small. Occasionally, however, but two are to be seen. This occurs only in the fall or early spring, in which, from excessive rains or from freshets, the volume of the lakes is greatly increased, when the accumulated waters rush with such impetuosity, that instead of plunging at the first fall, as represented in the engraving, they are carried beyond it, to the second—thus making but two falls. Visitors seldom see the falls in this state, since, as a matter of course, they seek such haunts in the summer months, when there is a diminished supply of water. At such times the water is preserved with great care, in order to increase the body of the fall on the arrival of strangers, when a small fee is demanded.

The *Catskill Falls*, of which the engraving is a representation, are formed by two lakes, one mile in length and two thousand feet above the Hudson.

The water over the first precipice falls a distance of 175 feet, and within a short distance takes another plunge of about 75 feet, and then follows the dark windings of the ravine to the valley of the river following the circuit of ninety feet, and then waterfalls, where are pure air inhaled at the top, and its exhilarating effect on the health, persons

at the three falls, which is over supply of water is small. Occasional rain only in the fall or from freshets, the volume of the accumulated water rushing at the first fall, as beyond it, to the second—thus the falls in this state, since, as a summer month, when the water is preserved with the fall on the arrival of stream-

who had in vain tried almost every other means. *Stages leave Catskill daily for Oswego, Ithaca, and other places.*

On passing Catskill the boat shapes its course towards the city of Hudson, which is one hundred and sixteen miles above New-York, and twenty-nine miles from Albany. The city is built principally on the summit of a hill, sixty feet above the river, commanding a fine prospect. At the landing are several warehouses, which, with steamboats and sailing vessels, are evidence of the capital and enterprise existing here. Several whaling vessels belong to this place. Population 10,000. Here diverges the Hudson and Berkshire Railroad, connecting with the Housatonic at the Massachusetts State line, and terminating at Bridgeport, on Long Island Sound. Travellers intending to visit the *Shaker Village at New Lebanon*, about thirty-six miles distant, will land at Hudson, and take the railroad cars to within seven miles of the Springs, which are much resorted to in warm weather. On the arrival of the cars at "Edwards" stages are in readiness to convey passengers to Lebanon Springs. The New-York and Albany boats land and receive passengers several times daily. *Four Mile Point*, on which is a light-house, is one hundred and twenty miles above New-York; it is the head of ship navigation on this river.

Cossack's Landing, on the west side of the river, has about 1500 inhabitants; the village is one mile west of the landing. *Nutter Hook*, on the river directly opposite, is a bustling little place, with some shipping.

Stuyvesant, a little further on, is a flourishing place that sends large quantities of produce to the New-York market.

Kinderhook Landing is one hundred and twenty-seven miles above New-York; the village is situated about five miles east of the river. It is the birth-place of Martin

Van Buren, Ex-President of the United States. His present residence is two miles south of the village.

New Baltimore, one hundred and thirty miles above New-York, is a village of about 500 inhabitants. Coeymans, on the west side of the river, is three miles higher up. Scholes Landing is directly opposite. Castleton is three miles above the latter place. Here a bar is forming in the channel, injurious to navigation. The Overlook, within three miles of the city of Albany, has heretofore formed the principal obstruction to the free navigation of the river. The General Government has spent considerable sums of money in deepening the channel; still, the evil has not been entirely overcome, the place filling up again as often as cleaned out.

Greenbush, nearly opposite Albany, is the terminus of the Boston and Albany Railroad, and also of the railroad from Troy. It is connected with Albany by a ferry.

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ALBANY.

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VIEW OF ALBANY.

ALBANY, the capital of the State, is on the west bank of the Hudson River, 145 miles above the city of New-York, 325 by railroad from Buffalo, 900 from Boston, 380 from Washington, and 250 from Montreal, Canada. Population, about 45,000. This city was founded in 1612, by people from Holland, and, next to Jamestown in Virginia, was the earliest European settlement within the thirteen original States. On the capture of New-York by the English in 1664, this place received its present name, in honor of James, Duke of York and Albany, afterwards James the Second. The city has a commanding situation, and when viewed from the water appears to great advantage. Albany owes its importance and prosperity to its being the diverging point of several important routes of travel, and being the termina-

tion of the Erie and Champlain Canals, which unite nine miles above, and enter the Hudson at the east end of the city.

Of the public buildings in Albany, the Capitol ranks among the first; it contains the legislative halls, the rooms of the supreme and chancery courts, the state library, &c. It stands at the head of State-street, 130 feet above the river. It is 115 feet long, 96 broad, and 50 high, of two stories, upon a basement of 10 feet elevation; on the east side is a portico of the Ionic order, with columns of three feet eight inches in diameter, and thirty-three feet high. It is built of Nyack freestone, and cost about \$125,000. The legislative halls and court-rooms contain portraits of eminent men. The building is surrounded by a public square enclosed with an iron railing. From the observatory at the top, which is accessible to visitors, a fine view of the surrounding country is obtained. The *Albany Academy*, a part of which is occupied by the Albany Lyceum, is built of the same stone as the state-house, and fronts on the square north of the capitol. It cost \$100,000. The *City Hall*, fronting the capitol square, at the foot of Washington-street, is constructed of white marble hewn out by the convicts at Sing Sing, and appropriated to the city authorities. Its gilded dome is very conspicuous, especially when viewed from a distance. The *Exchange*, at the foot of State-street, is a commodious building of granite, constructed a few years since. The *post-office* is in this building. It has also an extensive reading-room, with a good supply of papers and periodicals, American as well as foreign; strangers are admitted gratis. The old state-house is now converted into a *Museum*, for the reception of the geological cabinet formed under the direction of the state geological surveyors. The *Albany Female Academy* a fine building in North Pearl-street. This school enjoys a

BOAT COMPANION.

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ROUTES TO BALLSTON SPA AND SARATOGA SPRINGS. 151

great reputation. *Stowels Hall*, built of Quincy granite, is surmounted by a large dome. The religious institutions of Albany are numerous. The principal Hotels are the *American City*, *Clinton*, *Columbian*, *Congress Hall*, *Delavan House* (Temperance), *Eastern R. R. Hotel*, *Franklin House*, *Marble House*, *Stowels Hall*, *United States Hotel*, and *Washington Hall*. During the season of navigation, steamboats ply daily between the metropolis and the state capital. Fare prices from fifty cents to two dollars. Stages run to all places in the vicinity.

ROUTES TO BALLSTON SPA AND SARATOGA SPRINGS.

These places are now easily reached by railroads both from Albany and Troy.

From Albany by the *Mohawk and Hudson Railroad* to Schenectady, sixteen miles; thence by the *Saratoga and Schenectady Railroad* to Ballston Spa, fourteen miles; thence to Saratoga Springs, seven miles.

From Troy, the traveler has his choice of two routes, either by the way of the *Troy and Schenectady Railroad* to Schenectady, eighteen miles, and thence, as by the former route; or by the *Rensselaer and Saratoga Railroad*, via Mechanicville, terminating at Ballston Spa, twenty-four miles, there connecting with the railroad to Saratoga Springs. See page 153.

THEY AND CHENANGO RAILROAD.

This road is six miles in length, and was opened to the public in 1845. It is a fine work of masonry, that \$20,000,000 have been carried over this road since its completion (less than two years), without loss of life or injury to

any way. The travel over this road is constantly increasing, and its stock is among the best in the country. Up to January 1st, 1846, \$333,371.39 was spent in its construction, and the receipts up to the same period were \$12,900.06, from 96,712 passengers, and from freight \$3,547.22, making a total of \$15,948.18. The expenses of the road amounted to \$3,960.00. The cars leave Troy and Greenbush every hour during the day and evening. Fare 12½ cents.

This road, and the Schoenectady and Troy, and the Rensselaer and Saratoga roads, all pass through the main street of the city of Troy, and take up passengers at the door of each of the principal hotels, the Mansion House, Troy House, &c.

Troy is situated at the head of tide-water on the Hudson, on the east bank of the river, six miles above Albany. It is a port of entry, and the seat of justice of Rensselaer county. It received its city charter in 1816. Troy is celebrated for its beauty and healthiness; most of the streets are wide, and laid out at right angles, and planted with trees. Mount Ida, directly in the rear of the south part of the city, and Mount Olympus in the north, are distinguished eminences, affording fine views of the country. The city is abundantly supplied with water, by subterranean pipes of iron, from a basin in the neighboring town of Lansingburg, seventy-two feet above the plain of the city. It has numerous hotels, several of which are well kept, the principal being the American Hotel, Mansion House, Troy House, National Temperance House, Northern Hotel, Washington Hall, and the Park Hotel. Stages pass frequently between Albany and Troy. Fare 24 cents.

West Troy, a suburb of Troy, is on the opposite side of the river, and is a rapidly growing place. The inhabitants are

is constantly increasing the country. Up to Jan-
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employed principally in manufactures. A fine macadamized
 road, one of the best in the State, leads from West Troy to
 Albany, a distance of six miles.

At *Githensville*, in the *United States Arsenal*, where is
 kept a large and constant supply of small-arms, and the va-
 rious munitions of war. This is one of the most important
 national depots in the country, and is worthy the attention
 of the traveller or visitor.

THE RENSSELAER AND SARATOGA RAILROAD

leaves Troy for Mechanicville and the Springs. From the
 junction of Albany and River streets, near some of the prin-
 cipal hotels, it crosses Hudson River to Green Island by
 a bridge about 1600 feet long and 35 wide, resting on piers
 of solid stone, and thence taking a direction north to Water-
 ford, five miles, and crosses several branches of the Mohawk
 on substantial bridges resting on stone abutments.

Waterford, 157 miles from New-York, and 12 above Al-
 bany, is situated at the junction of the Mohawk and Hudson
 rivers, upon the Champlain Canal, and on the railroad above
 described. This is the extreme head of sloop navigation.
 Waterford is connected with Lansingburg, on the east side of
 the river, by a bridge.

Cohoes Falls, on the Mohawk River, about two miles and
 a half west from Waterford; near the village of Cohoes, and in
 full view from the Erie Canal, is a place much resorted to
 by visitors from all parts. The falls have a perpendicular
 descent of about seventy-five feet. The banks of the river
 vary in height from 50 to 150 feet, and present grand and
 romantic scenery. A short distance below the falls the ri-
 ver is crossed by a bridge about 500 feet in length.

From Waterford, the railroad passes for eight miles between the Hudson and Champlain Canal to Fleischmannville, a small but thriving village; it then crosses the canal, and in about four miles passes Round Lake, on its way to Ballston Spa, where it connects with the route from Schenectady, and, after a short detention to land and receive passengers, passes on to Saratoga Springs.

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**THE SARATOGA AND SCHENECTADY RAILROAD,**  
constructed in 1832, at a cost of \$300,000, commences at Schenectady, near the Erie Canal, where it connects with the Mohawk and Hudson Railroad from Albany, the Troy and Schenectady Railroad from Troy, and the railroad to Utica and the west. It extends across the city to the bridge, over which it passes without interruption to the ordinary travel; thence the road runs across the Mohawk Flats, for about three-fourths of a mile; thence takes a northeasterly course, in full view of the river, for about four miles; thence a northerly course, along the banks of Ballston Lake, and enters the village of Ballston Spa. Leaving Ballston, it crosses a creek, by a substantial bridge, and is thence continued to Saratoga. The scenery along the whole line is beautiful, and the country remarkably level; the greatest inclination on the line of the road being sixteen feet to the mile.

BALLSTON SPA is situated on Kayaker's Creek, a small stream which flows through the village. It is twenty-five miles from Troy, and thirty-two from Albany. Its mineral waters, which were discovered in 1769, have become celebrated for their medicinal qualities, although not so popular as formerly, those of Saratoga being generally preferred. The Sans Souci Hotel, a handsome building situated near

...for eight miles to  
Canal to Schoharieville,  
then crosses the canal, and  
Lake, on its way to Ball-  
route from Schoharieville,  
and receive passengers.

# PROTANT RAILROAD.

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village. It is twenty-five  
from Albany. Its mineral  
1769, have become cele-  
although not so popular  
being generally preferred.  
a building situated near

the centre of the village, is 100 feet long, with wings ex-  
tending back 155 feet, and surrounded by beautiful pleasure-  
grounds. It is a well-kept house, and can accommodate  
about 150 visitors, and is a great place of fashionable resort.  
Long Lake, five miles south of the Springs, is a fine place  
for fishing.

SARATOGA SPRINGS, 184 miles north of New-York, 39  
from Albany, and 38 from Troy, is the most noted watering  
place in the United States, and one of the most celebrated  
in the world. It is a great resort for visitors from all parts  
of the Union, and also from Europe. During the summer  
months, particularly July and August, the hotels and other  
places of accommodation are much thronged, the arrival of  
strangers being very great, 2000 having arrived here in a  
week. The waters are useful in many diseases, and have  
an almost magic effect upon the system—relaxed or ex-  
hausted by disease or sedentary habits. After drinking the  
waters for a short time, which is usually before breakfast,  
the appetite is improved, and the entire system feels their  
invigorating effects.

Here are a number of splendid hotels and boarding-houses,  
some of which are on a scale of great magnificence. The  
*United States Hotel*, situated in the vicinity of the depot,  
and within a short distance of the chief mineral springs, is  
built of brick, is four stories high, with north and south  
wings, and can accommodate between 300 and 400 persons.  
*Congress Hall*, near the Congress Spring, is a popular es-  
tablishment. It has a spacious piazza in front, entwined  
with evergreens, and in the rear a beautiful grove and a  
garden. *Utica Hall*, near Congress Hall, the *American*,  
and several other houses, furnish excellent accommodations  
to visitors.

Congress Spring, the most celebrated, was discovered in 1799, by a member of Congress, named Gillman, issuing from an aperture in the side of the rock, that formed the border of a little brook, which rises from the north fifty rods to the west. For several years it could be collected only in limited quantities, as it came in a small stream from the rock. The supply not being sufficient to satisfy the want of visitors, attempts were made to remove the obstructions which prevented a larger supply. In excavating for the source the spring disappeared, and was supposed to be forever lost; but soon after signs of gas were observed rising through the water of the brook, near the old fountain, which inspired the hope of again recovering it by turning the stream from its course; and, by digging eight feet through marl and gravel, the fountain was again discovered, over which was placed a tube of plank ten inches square, rising to the surface, from whence flows an abundant supply of the finest mineral water. In the spring of 1842, this fountain, after being thoroughly cleaned, was renovated by putting down a new tube, extending to the rock from which the water issued, which restored it to its original strength. The following is an analysis of the water of this spring made by Dr. Chilton, of New-York, May 1, 1843. One gallon, of 231 cubic inches, contained chloride of sodium, 969.529 grains; carbonate of soda, 1,300; carbonate of lime, 86.143; carbonate of magnesia, 78.631; carbonate of iron, .841; sulphate of soda, .651; iodide of sodium and benzoide of potassium, 5.990; silica, 472; alumina, .321; total 543.998 grains. Carbonic acid, 204.65; atmospheric air, 5.41; making 299.06 inches of gaseous contents.

The other springs are numerous, many of which have the same properties. The Columbian Spring is situated at

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1.631; carbonate of iron,  
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177; alumina, .331; total  
184.66; atmospheric air;  
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an spring is situated at

short distance southwest from the Congress; the Wash-  
ton fifty rods from the Columbian; the Hamilton, the second  
spring discovered, lies directly in the rear of Congress Hall;  
Flat Rock Spring lies 100 rods northeast from the Hamilton,  
and the High Rock, 100 rods farther north.

Persons visiting the Springs, either at Saratoga or Ball-  
ston Spa, should be cautious in having their letters directed  
either to SARATOGA SPRINGS or BALLSTON SPA, otherwise  
they may have some difficulty in obtaining them.

ROUTES FROM SARATOGA TO MONTREAL AND QUEBEC.

Travellers can proceed by stage from Saratoga to Glen's  
Falls, on the Hudson River, seventeen miles; and to Cold-  
well, at the foot of Lake George, six miles; there taking  
the steambot up the lake to Ticonderoga, 36 miles, where  
steam passage-boats, on their way up from Whitehall, stop  
to receive passengers for St. John and Montreal.

Or from Saratoga to Sandy Hill, 18 miles; thence to  
Whitehall, 22 miles; thence take the steambot up Lake  
Champlain to St. John, Canada, 186 miles; thence by the  
railroad to La Prairie, 15 miles; and thence up the St.  
Lawrence to Montreal, a further distance of nine miles.  
At Montreal, those destined for Quebec take the steambot  
up the St. Lawrence to William Henry, 45 miles; Lake St.  
Peter, 68; Three Rivers, 90; St. Anne, 123; Cape Rouge,  
176; thence to Quebec, 180 miles from Montreal.

The route from Albany and Troy, during the winter sea-  
son, and when the navigation is closed, is to Saratoga by  
railroad, as before given; thence by stage to Glen's Falls  
and Coldwell, 68 miles from Albany; thence to Warren-

burg, 65; Schroe Lake, 96; Elizabethtown, 127; Norwich, 148; Peru, 154; Plattsburg, 168; Rouse's Point, 190; Newportville, 207; St. Philip, 217; La Prairie, 223; thence across the St. Lawrence to Montreal, making the entire distance 223 miles, which is usually performed in about 40 hours.

#### ROUTES FROM ALBANY AND TROY TO MONTREAL AND QUEBEC.

Passengers by the Champlain Canal, take the packet boats at Albany, and continue through to Whitehall, at the foot of Lake Champlain; or they can go by railroad from Albany and Troy to Mechanicville, where the cars unite with the boats bound to Whitehall.

There is also a stage route from Albany passing through Troy, 7 miles; Lansingburg, 9; Schaghticoke, 15; Borton, 26; Granville, 36; Argyle, 46; Hartford, 57; Granville, 65, and Whitehall, 73 miles from Albany.

By the canal route, after leaving Albany we proceed through West Troy to Cohoes Falls and Mechanicville, to Whitehall.

At Cohoes Falls, the Mohawk presents a sublime scene. At this place the Erie and Champlain canals are united, the former having, within a short distance, 17 locks.

Stillwater, on the Champlain Canal, four miles north of Mechanicville, is one of the oldest places in the State. The town claims some distinction in history, as containing the battle-ground of the action commanded by General Gates and Burgoyne. It was on Beacon Heights that the latter General was defeated by Gates, in 1777, after a fierce and extraordinary struggle.

Forto Miller and Edward, places on the canal, are interesting from their historical associations.

*Sandy Hill*, incorporated in 1810, lies upon a high sandy plain, on the upper bank of the Hudson River, opposite to *Baker's Falls*, where, in the space of less than half a mile, the water has a fall of 75 feet, affording a very desirable water-power.

*Glens Falls*, three miles west of Sandy Hill, lies partly on the north and partly on the south bank of the Hudson. The falls in the river, which have given name to the village, have a descent of 70 feet. The water flows in one sheet over the brink of the precipice, 300 feet long, and, in floods, rush in one mass down the Cataract; but in ordinary seasons they are immediately divided by rocks into three channels, with an angular descent of several hundred feet.

*Fort Ann*, on the Champlain Canal, is 61 miles above Albany. From this place the canal has a descent of 54 feet to the lake, and 30 only to the Hudson River.

*Whitehall* is 73 miles north from Albany, 23 from Sandy Hill, 40 from Saratoga Springs, 216 from New-York, and 100 south of Montreal. It derives its importance from its favorable situation for trade—on the canal and Lake Champlain—by which it commands the business of a very extensive country. Its situation is low and unpleasant, the village being built on almost naked rock. The population amounts to about 4000. Canal packets and stages leave daily for Troy and Albany; and during the summer stages run to Saratoga Springs.

At Whitehall passengers take the steamboat up the lake to St. John, 154 miles; there take the cars to Le Portier, 15 miles; thence pass by steamboat up the St. Lawrence to Montreal, 5 miles farther; from which place they are taken by steamboat up the St. Lawrence to Quebec, 120 miles, making the entire distance from Albany to Quebec 300 miles.



**GRAND ROUTES TO THE WEST FROM ALBANY AND  
TROY TO BUFFALO AND NIAGARA FALLS.**

The traveller to the West, via Buffalo and intermediate places, has the choice of two routes: the first by a continuous line of railroads to Buffalo, 365 miles, which has been chartered under different names, and under the control of separate companies, viz: the Mohawk and Hudson Railroad, 16 miles in length; the Utica and Schenectady Railroad, 77; the Syracuse and Utica, 64; the Auburn and Syracuse, 26; the Auburn and Rochester, 77; the Tonawanda Railroad, which extends from Rochester to Attica, 42; and the Attica and Buffalo Railroad to Buffalo, 38 miles. The other route is by the Erie Canal, which extends to Buffalo, a distance of 364 miles. The former route is the most expeditious and agreeable, but those travelling at leisure will find the latter route a very delightful one; the canal, passing through a highly fertile and interesting part of the State, affording the traveller a succession of varied and beautiful scenery.

The rates and the time between the principal places are as follows: By railroad from Albany to Schenectady, 40 cents—time, 1 hour; from Schenectady to Utica, 2½ hours—\$3.00; from Utica to Syracuse, 3½ hours—\$3.00; from Syracuse to Auburn, 2 hours—\$1.00; from Auburn to Rochester, 6 hours—\$3.00; from Rochester to Buffalo, 6 hours—\$3.00. Time between Albany and Buffalo 22½ hours—fare \$12.00. The cars leave Albany and each of the principal places on the route three times daily—morning, afternoon, and evening; except during the winter months, when they leave twice daily. Returning from Buffalo the regular time to the canal. The depot in Albany is in Maiden Street.

FROM ALBANY AND  
NIAGARA FALLS.

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dy to Utica, 84; Acque-  
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from Buffalo the regular  
ny is in Maiden Locks

Persons going by the Erie Canal from Albany or Troy, take the railroad cars to Schenectady, which is a great saving of time; there taking either the packet boats, which go through in about three and a half days, or the line boats, which occupy seven days. By the former the charge is \$7.50 with board, and \$5.50 without; and by the latter, one and a half cents per mile with board, and one cent a mile without. From Schenectady to Utica, 94 miles, the charge by the packets is \$1.50 with board—\$1.00 without; from Utica to Syracuse, 64 miles, the same; from Syracuse to Rochester, 90 miles, \$2.50 with board—\$2.00 without; from Rochester to Buffalo, 95 miles, \$2.00 with board—\$1.50 without.

For descriptions of Albany and Troy, the reader is referred to pages 149 and 152.

The traveller has already been made acquainted with the modes of reaching Schenectady: from this place we start on our Western tour, either for Buffalo, Niagara Falls, or the Springs in the vicinity of the route. Here we have our choice of either the railroad or canal. The cars, on leaving Schenectady, cross the Mohawk River and the Erie Canal by a bridge nearly 1000 feet long, and an embankment of considerable length, when the roads diverge, that for Utica to the west, the other in a northeast direction to the Springs. The canal is continued on the south bank of the Mohawk to Rome, where it is joined by the Black River Canal.

Amsterdam, on the railroad, 17 miles from Schenectady, is a small but thriving village. The Chautauwunda Creek passes through it, with falls near its mouth of 125 feet, which afford considerable water-power. Stages leave this place daily for Fish House village, a very pleasant place on the Chautauwunda River. This river is crossed by a wooden bridge

with three arches, and it is 125 feet in length, with walks on each side.

*Fonda*, the county seat of Montgomery county, contains a fine court-house, and other county buildings. *Johnstown*, four miles north, is an old place, having been laid out in 1784; it is situated upon a fine plain, skirted on the north and west by the Cayadutta Creek, and on the south by a hill of moderate elevation. It is the county town of Fulton, and contains a court-house, prison, and county offices.

*Palatine Bridge*, on the railroad, fifty-three miles from Albany, is connected by a bridge with the opposite side of the river.

*Catskill* is situated on the Erie Canal, and is sixty-nine miles from Albany. Its name is derived from an Indian word, signifying "the pet that washes itself," applied to a whirlpool at the foot of one of the falls of the creek. This village, which was incorporated in 1829, is a place of much trade, and has a population of about 3000. From this place, and also from Palatine Bridge, stages are in readiness to carry passengers to *Cherry Valley* and *Swanton* *Swanton*, situated about ten miles in a southwest and south direction from Palatine Bridge, the route being over a fine country. The *Springs* are situated near the village, about half a mile north of the turnpike road; they are pure and clear, and notwithstanding they flow for one-fourth of a mile from their source with other water, preserve their distinctive character. The water falls over a ledge of rocks, which have a perpendicular descent of about sixty-five feet, with sufficient volume of water to turn a mill. There are two springs, which are situated at the foot of a hill, called the sulphur and magnesia springs, the former being highly impregnated with sulphur, and somewhat resembling the *White Sulphur Springs* of

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Virginia. These waters, while they have an exhilarating effect upon the spirits, invigorate the system and purify the complexion, and are efficacious in rheumatic and other diseases.

The Pavilion House is large, well constructed, and admirably arranged to accommodate a great number of visitors. It is erected on an eminence, with large columns in front, and presents a comfortable and inviting appearance. The prospect from the piazza towards the north is unlimited, and few views surpass it in grandeur. Its elevation renders the air always pure and bracing, and in hot weather delightfully cool and refreshing.

Copewstown lies at the south end of Otsego Lake, thirteen miles southwest from Cherry Valley, and twenty-six miles southwest from the Erie Canal at Canajoharie. From the village there is a fine view of the Otsego Lake, for its whole extent; a delightful prospect, the lake being nine miles long from north to south, and from one to three wide. The hills which encompass it have an elevation of from 400 to 500 feet above its surface. The purity of its water, and the rich and varied scenery around, give it the highest claim to the attention of the lovers of natural beauty. It is replenished with several small streams and numerous springs, and affords an abundant supply of common trout, pike, pickerel and bass, —the last of which has a remarkable delicacy of flavor, and are said to be peculiar to this lake.

Polkton, on the railroad and Mohawk River, at the mouth of Gape Creek, is fifty-nine miles from Albany, and is one of the stopping places on this route. St. Johnsville is a small settlement three miles distant.

East Canada Creek, joins the Mohawk three miles above; the stream crosses it over a substantial bridge. It is a very rapid

stream, and within the last two miles of its course falls 200 feet. Its descent near the outlet is by six cataracts, which, with the intermediate rapids, occupy three-quarters of a mile, and is, in that distance, estimated at 180 feet.

*Little Falls*, on the Mohawk River, seventy-two miles from Albany, is a place of considerable trade, and owing to the facilities afforded by the railroad, canal, and river, is constantly increasing. The population is about 2700. The village is supplied with water brought from a spring in the granite mountain, the elevation of the spring being 306 feet above the tops of the houses. This place is remarkable for the passage of the Mohawk River through the mountain barrier, for its wild and picturesque scenery, and for the difficulties which have been overcome in constructing the Erie Canal through the pass. This defile, which extends for two miles, is a deep cut through the solid rock: it presented obstacles inferior to none, save the deep excavation at Lockport. This place received the name of *Little Falls* in contradistinction to the Great Falls at Cohoes. It extends along the river, about three-fourths of a mile, descending in that distance forty-two feet, and consists of two long rapids, separated by a stretch of deep water, occupying each about the fourth of a mile. The upper rapids are the most considerable. Above them, a dam across the stream renders it placid, over which the waters, separated by a small island, form beautiful cascades falling into a deep pool beneath, whence the current rushes, narrowing and foaming, over ridges and masses of rock, flowing with comparative gentleness beneath the overhanging bridge and aqueduct, and thence hurrying, with new impetuosity, over the stony bed below. The Erie Canal descends the pass by five locks, fifty feet in the distance of one mile; and the time occupied

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in passing it affords the travellers in boats ample time to view leisurely the natural scenery and artificial improvements. The traveller by railroad cannot appreciate the vast expenditures on the public works, or of those effected by the railroad company, in merely a passing glance, as he is whirled rapidly along over the "iron rail." Here are to be seen vast works of art, as well as those of nature, costly viaducts, aqueducts, locks, raceways, waterfalls, mills, machinery, and a noble stream urging its rapid course over its rocky bed in the very midst, and giving life and animation to all around. Here is the beautiful aqueduct that spans the entire volume of the Mohawk, that is at this place compressed into its narrowest limits, resting on three arches, two of fifty, and one of seventy feet span, and thus forming a navigable feeder for the canal, 170 feet long. If the traveller has time to tarry here, if only to wait for the next train, he will be highly gratified by descending to the stone bridge and viewing the central arch, with the basin beneath, and then climbing up to the top of the mountain to catch a view of the Mohawk valley for an extent of twenty or thirty miles.

**Herkimer**, seven miles west from Little Falls, is the county town of Herkimer. The village, which is mostly built on two parallel streets, contains the court-house, jail, and other public buildings, and a population of about 200.

**SHAWANGO SPRINGS** are situated in Otsego county, on the north side of Schuyler's Lake, one mile distant; they are reached from the north, east, and west, by railroad or the Erie Canal to Herkimer, where post-coaches and other conveyances are in constant readiness to carry visitors to the Springs, twelve miles distant. The location is in the vicinity of beautiful lakes, affording the finest variety of fish; while

their shores, and the neighboring hills and woods, yield abundance of game. On the lake, in the vicinity of the Springs, pleasure-boats and fishing apparatus are always kept in readiness for visitors. The ride to Otsego Lake, six miles distant, is over a fine road. Six miles farther is Cooperstown, the residence of Mr. Cooper, the novelist. Cherry Valley, Springfield, and other pleasant villages, are within a circuit of a few miles.

The accommodations for visitors, whether in search of pleasure or health, have recently been greatly improved; and the *Hotels*, which are of the first class, furnish every luxury and comfort usually found at those resorts.

The following is an analysis of the Sulphur Springs, made by Professor Reed, formerly of the University of Edinburgh, and now consulting chemist in the city of New-York:—bi-carbonate of magnesia, 90 grains; bi-carbonate of lime, 10 grains; chloride of sodium and magnesia, 1:5; sulphate of magnesia, 90; hydro. sulph. of magnesia and lime, 2; sulphate of lime, 90; solid matter, 153:5; sulphureted hydrogen gas, 20:8 inch per gallon.

Utica is situated 93 miles from Albany by railroad, and 223 from Buffalo; by the Erie Canal it is 110 from the former place, and 254 from the latter. The city is beautifully situated on the south side of the Mohawk River, on an inclined plane rising from the river, so as to command, from its elevated parts, many fine views. The streets are generally laid out with regularity, are of good width, and well paved. The buildings, which are of brick, are mostly of a superior kind. Its population is about 15,000. It contains a courthouse and other county buildings, banks, numerous churches of various denominations, and has several charitable and other institutions. The State Lunatic Asylum, situated

hills and woods, yield in the vicinity of the parates are always kept to Otsego Lake, six miles farther is Cooperstown, the novelist. Cherry Valley villages, are within

whether in search of greatly improved; and, furnish every luxury.

Sulphur Springs, made university of Edinburgh, city of New-York;—bi-carbonate of lime, 10 parts, 1 : 5; sulphate of soda and lime, 2; sulphate of lime, 5; sulphated hy-

Albany by railroad, and it is 110 from the for-

The city is beautifully situated on the Hudson River, on an island commanding from its streets are generally wide, and well paved, are mostly of a superior quality. It contains a court-house, numerous churches, several charitable and mechanic Asylum, situated

on elevated ground, about a mile west of the centre of the city, has fine buildings, with a large farm attached to it. This institution, which is an honor to the State, is for persons of unsound mind resident within its limits. Friends of this unfortunate class can always obtain admission for them, on application to the proper authorities.

Utica is a central point for canals, railroads, and turnpikes, which radiate from it in all directions. The railroads, and the Erie Canal, (which is here seventy feet wide and seven feet deep,) pass through it, on the east to Albany, and on the west to Buffalo; and the Chenango Canal, which is here joined with the Erie, extends south to Binghamton in Broome county, 96 miles distant. The country around is fertile, populous, and rich, and is the centre of an extensive trade.

There are many well-kept hotels, which are situated on Genesee-st., the principal street in the city.

*Stages leave Utica for all the chief places within a circuit of many miles; and for Ithaca, 24 miles from Utica, three times a week.*

**THURTON FALLS**, which are situated on West Canada Creek, fifteen miles in a northeast direction from Utica, are yearly growing in interest with the tourist. They can be reached by conveyances from Little Falls, Herkimer, and Utica; they are however nearer to the latter place, and by leaving early in the morning, the visitor, if he intends devoting only one day to view these splendid falls, will have an opportunity of returning in the evening. These falls, which are six in number, commence a short distance above the High Bridge, on the Black River road, and terminate at Conrad's Mills; embracing a distance of two miles, with an aggregate fall of 110 feet. The appearance of the falls re-



ries greatly with the state of the water. In seasons of freshet, the scene is tremendously wild and exciting; though possessing at all times great interest.

There is a well-kept hotel near the falls, where visitors will meet with every accommodation; and the fine trout dinners which are usually served up here are delicious. From this house you descend a pathway leading to a long staircase down the steep bank of the West Canada Creek, which has worn a frightful chasm through a rocky range, in some places 150 feet deep; thence you proceed up the stream, and follow the winding footpath to Sherman's Fall, which has a descent of 35 feet, with its greatest fall towards the west, from the foot of which the stream pours along, with less rapidity descending to Connor's Falls, which have a pitch of about 20 feet. The High Falls have a perpendicular pitch of 100 feet, and are divided by ribs in the rock into three different and splendid cascades,—forming, with the chasm, the high banks covered with foliage, and the rocky cliffs, a scene of the wildest grandeur. The Middle Falls, from the regularity and smoothness of the rock, has a uniform pitch of about 16 feet, with a width of about 175 feet. The waters of the Upper Falls, which have an abrupt descent of about twenty feet, are received into a spacious basin, that passes off through a wild ravine along the rocky bed of the river, for about a mile, towards the Cascades, which have a fall of about eighteen feet.

A few years ago, two young ladies lost their lives here, in consequence of the unprotected state in which a narrow ledge of rock was left, at the foot of a high precipice, and on the brink overlooking the rushing water, from whence they fell into the boiling stream, and were lost forever. After this unfortunate circumstance it was made secure, by

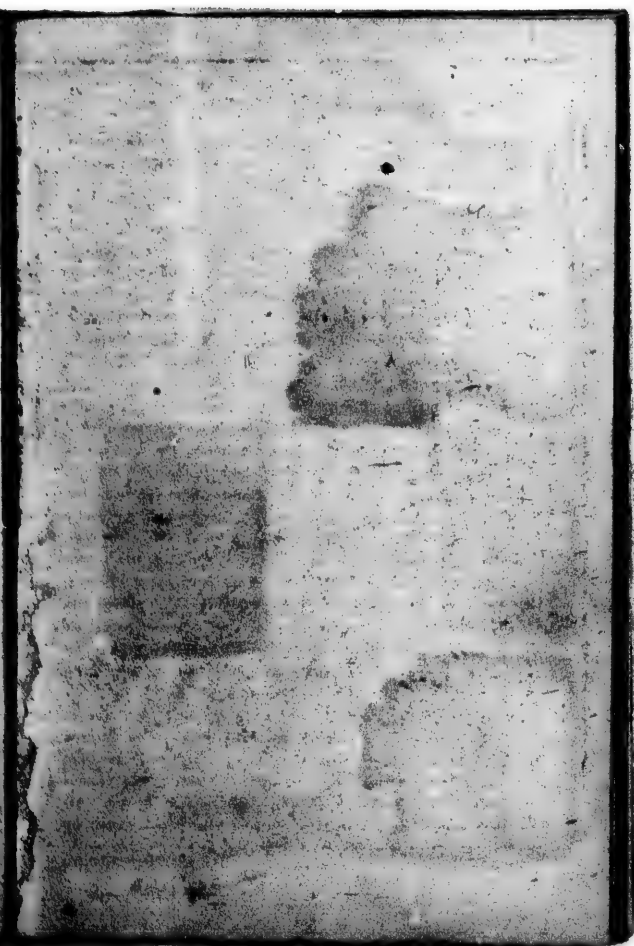
# AT COMPARISON.

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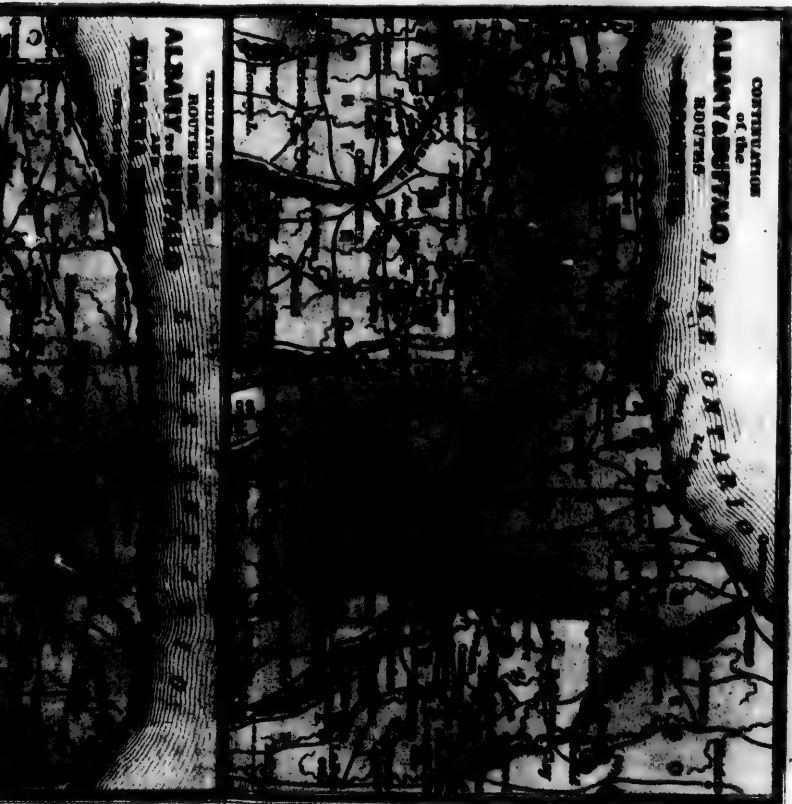
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Engraving of the map of the Albany-Seneca route, showing the route of the Albany-Seneca route, and the route of the Albany-Seneca route, and the route of the Albany-Seneca route.





guarding it with a chain, supported by iron standards, which are made fast to the rock.

From Utica we proceed westward to *Whitesboro'*, a few miles distant, a pleasant village, surrounded by rich and cultivated lands, and having a population of about 2000.

*Oriskany*, situated on a creek of the same name, near its junction with the Mohawk, is a small but thriving village. The Oriskany Manufacturing Company is located here.

*Rome*, through which passes the railroad from Albany, is between the Mohawk River and Wood Creek, and near the Erie Canal. It is handsomely laid out, having wide streets crossing each other at right angles, and two squares. It contains a court-house, jail, county-offices, United States armory, a number of work-shops, and about 2000 inhabitants. The village, which is a semi-capital of the county, is built on the site of Fort Stanwix, erected here in 1754, and rebuilt during the revolutionary war, under the name of Fort Schuyler, on the summit level between the ocean and Lake Ontario. *Howley's Basin*, on the canal, four miles distant, is a small but growing place.

*Verona Centre*, *Ononda Depot*, and *Wampsville*, are small and unimportant places on the route. At the second of these, the passenger cars usually stop a few minutes.

*Syracuse*, on both railroad and canal, is 147 miles from Albany and 178 from Buffalo, by the former route, and 171 miles from Albany and 193 from Buffalo, by the latter or canal route. It was incorporated in 1825, and now contains about 8000 inhabitants. The village and surrounding country are celebrated for the manufacture of salt, made from brine springs which abound here. These works are an important source of revenue to the State, which receives six cents per bushel on all that is manufactured here. Fine

salt is made by evaporation by heat, and coarse salt by solar evaporation. The Oswego Canal connects Syracuse and the Erie Canal with Lake Ontario. A railroad will beside long unite the two places.

The *Syracuse House*, an excellent hotel near the railroad depot, and the *Empire House*, which has recently been built and elegantly furnished, are the two principal hotels here.

Canal boats leave *Syracuse for Salina every hour*. The canal boats stop a quarter of a mile south of the railroad depot.

At *Syracuse*, the railroad and canal, which have kept in close proximity with each other from Schenectady, have taken a separate course, each winding and twisting about until they again meet at Rochester, the railroad crossing the canal at Pittsford; whence they again diverge, the Erie Canal taking a westerly direction to Lockport, and thence a southerly one to Buffalo. The railroad takes a course south-west to Batavia, thence southerly to Antwerp; thence almost due west to Buffalo. Passengers to the west, can select either of the above routes, or the canal route from Syracuse to Oswego, thirty-eight miles, the usual time being seven hours, and the fare \$1.50, and then take the steamer to the mouth of the Genesee River. Travelers can also go from Oswego to Niagara Falls. Fare, including meals, \$4.00 to \$5.00.

*Schenectady*, five miles south of the Auburn and Syracuse Railroad, with which it is connected by a branch railroad, is delightfully situated at the foot of *Schenectady Lake*. The site of the village is one of surpassing beauty, commanding a view of the lake, which is very transparent, for seven or eight miles, and of the country, which rises gently from the

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shore into hills of 100 feet in height, having their banks  
highly cultivated, and surrounded by fine farms and country  
residences. This lake is sixteen miles long, and from half  
a mile to one and a half wide, and abounds with trout, salmon  
trout, and other fish. Its water is deep and remarkably  
pure, its bottom gravelly, and its shores bold and picturesque,  
rising, towards the head of the lake, abruptly several hundred  
feet.

Auburn, one of the most beautiful and thriving villages in  
the State, is situated on the Outlet, two and a half miles  
from Owaseo Lake. This lake, which is twelve miles long  
and about one wide, contains an abundance of excellent  
fish, and is a great resort for the angler. The shores  
of the lake are surrounded by rugged and picturesque  
scenery.

Auburn is 173 miles west from Albany, and 159 east  
from Buffalo, and contains about 6000 inhabitants. The  
streets are wide, well paved, and there are handsome ranges  
of stone and brick stores, and, in the retired parts, some  
tasteful dwellings and ornamented grounds.

The Auburn State Prison, located on the north side of the  
Owaseo Outlet, is a splendid edifice of its kind, erected at a  
cost of upwards of half a million of dollars, and is regarded  
as a model for such institutions. The enclosure forms a  
square, 300 feet on a side, surrounded by a stone wall 3000  
feet long, and from sixteen to forty feet high. The Owaseo  
Outlet passes directly along the outside of the south wall,  
and moves a water-wheel on a shaft, which extends through  
the wall, and sets the machinery in motion within the prison.  
The buildings form three sides of a square, the front of  
which is 376 feet long, and the wings 243 feet long and 45  
feet wide. The main building faces to the east. The north



wing is divided into solitary cells and a hospital, and the south wing into cells. Between the wings is an area of grass and gravelled walks; to the west of this is the interior yard, surrounded with workshops, which are built against the outer wall. In the front part of the main building is the residence of the keeper, and offices for the clerk and agent. The walls that form the enclosure are thirty-five feet high, four thick, and two thousand feet in extent, or five hundred feet on each front. The prisoners labor together in silence when employed, and when not employed are confined in solitary cells. Visitors can obtain admission within the walls by paying a small fee.

*Aurélius*, six miles west from Auburn, and situated in the centre of the township, is a small but thriving village.

*Cayuga* village, lies on the northeast side of Cayuga Lake, and contains about 250 inhabitants. The celebrated "Cayuga Bridge," a mile and eight rods in length, here crosses the lake, and gives the traveller over it an extensive and beautiful view of this sheet of water, and its highly cultivated shores as far as the eye can reach. The railroad bridge, which is a mile and a half in length, is carried over its north end. *Cayuga Lake* is a beautiful expanse of water, forty miles long, and from one to four broad; its outlet is about twenty-five miles south of Lake Ontario. It is surrounded by well cultivated farms and thriving villages, and abounds with salmon trout, pickerel, perch, white-fish, pike, &c. This lake is very deep, in some places, it is said, exceeding 500 feet; its water is very transparent, and owing to its depth is rarely closed by ice, even in the most rigorous winters. It is navigated by steamboats from Cayuga Bridge to *Rhine* in its south part, a distance of forty miles, stopping at intermediate places. There have been in

and a hospital, and the wings is an area of west of this is the late-chops, which are built front part of the main oper, and offices for the form the enclosure are two thousand feet in ex- front. The prisoners are employed, and when not em- ployed, visitors can obtain a small fee.

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to four hundred; the outlet of Lake Ontario. In its

and thriving village, colored, perch, white-fish, in some places, it is said, is very transparent, and

by ice, even in the most by steamboats from Can- par, a distance of forty miles. These boats run in

connection with the cars on the Auburn and Rochester, and Ithaca and Owego railroads, and also with the various stage routes in this vicinity. The boats leave Ithaca at an early hour in the morning daily for Cayuga Bridge, arriving in time for the trains going either east or west.

The situation of Ithaca is one of extreme beauty, lying one and a half miles above the head of the lake, and surrounded on three sides by an amphitheatre of hills, rising by a gentle ascent to the height of 500 feet. A portion of the village is built on the hills, from which commanding situation a splendid view of the lake and its adjacent country is obtained. The population of the village is about 6000. The location of this beautiful and attractive place for trade has been very fortunate. By the Ithaca and Owego Railroad, thirty miles in length, it communicates with Owego on the Susquehanna River, and by the lake and the Seneca and Erie Canals with New-York and Buffalo. In a year or two the above road will connect with the Erie Railroad from New-York to Dunkirk, on Lake Erie. Its trade with Pennsylvania is considerable, receiving iron and coal in exchange for plaster, salt, lime, flour, and merchandises.

Seneca Falls village is situated on both sides of the outlet of Seneca Lake, and is sixteen miles west from Auburn. The water-power afforded by the outlet is very great, the descent, in a distance of twelve miles, being about eighty feet. The Auburn and Rochester Railroad, and the Cayuga and Seneca Canal, which unites with the Erie Canal at Montezuma, pass through the village.

Waterville lies on the outlet of Seneca Lake, along which runs the Seneca Canal, and the Auburn and Syracuse Railroad, which passes through the village. It contains grist and saw-mills, manufactures, and other evidences of industry.

and is an active, bustling place, with a population of about 2500.

Geneva, situated at the northwest corner of Seneca Lake, which is here about two miles wide, is 58 miles west from Syracuse, 51 southeast from Rochester, 139 from Albany, and 196 from Buffalo. It is built upon the side and summit of an eminence rising up from the lake, the plane of which is elevated more than 100 feet above it, from which is a fine view of this beautiful expanse of water, the high and sloping shore beyond it, and the valley of its outlet. Upon the west it is bounded by low hills, rising by terraces, highly cultivated, and adorned with handsome dwellings. The principal street of the village runs near to, and parallel with the lake shore, and the mansions on the eastern side have hanging gardens reaching to the water's edge. The business part of the village, which is compactly built, extends to the plain which lies at the foot of the lake, and contains many fine stores, &c.

The accommodations at Geneva for visitors, at the several hotels, are very good, and the charges moderate. Vehicles can readily be obtained to convey persons to any part of the village or vicinity. Steamboats also ply regularly on the lake, connecting with stage routes to Elmira and Corning, and at the latter place with the railroad to Bingham, in the north part of Pennsylvania.

Seneca Lake is one of the most beautiful, and the largest of the lakes of Western New-York. It is forty miles long, and varies in width from two to four miles. From its great depth, twelve miles from its outlet having been found to be 500 feet, it is never entirely frozen over. It is elevated 451 feet above the water. Its outlet, which is at the north-eastern angle, affords great water-power at Watkins and

a population of about

corner of Seneca Lake, is 50 miles west from it, 190 from Albany, on the side and summit of the lake, the plane of which it, from which is a fine view, the high and sloping of its outlet. Upon the side by terraced, highly improved dwellings. The town, and parallel with the eastern side have a fine view. The town, built upon the lake, and contains

the village, at the several points moderate. Vehicles can go to any part of the lake, and regularly on the lake, and Corning, and to Hamburg, in the

Seneca Lake, and the largest of it is forty miles long, and a few miles. From its outlet having been found over it. It is elevated, which is at the north, power at Watkins and

**Seneca Falls.** The outlet of Crooked Lake into Seneca Lake twelve miles south of Geneva, having a descent of 335 feet. A canal extends from its north end to the Erie Canal, and another connects it with Crooked Lake.

**Canandaigua,** on the Auburn and Rochester Railroad, 221 miles from Albany, 104 from Buffalo, 74 from Syracuse, and 30 from Rochester, is beautifully situated on a plain at the north end of Canandaigua Lake, at its outlet. The ground descends gently towards the lake, presenting a fine view of it from the village. Canandaigua is beautifully built, lying chiefly in two parallel streets, running north and south, and crossed at right angles by a number of others. At the centre is a fine public square, on which stands the court-house, and other public buildings. Perhaps no place in the state exceeds this for its picturesque beauty, or in a more desirable place of residence, it being surrounded by a rich agricultural country, producing every luxury and comfort.

**Canandaigua Lake,** another beautiful sheet of water, between miles long, and from a mile to a mile and a half wide, is surrounded by a highly cultivated country, presenting on its shores much delightful scenery. Its waters, which are elevated 670 feet above the ocean, are very deep, beautifully clear, and contain a variety of excellent fish.

The **Burning Spring** is situated in a ravine, on the west side of Bristol, eight miles southeast from Canandaigua. The gas rises through fissures of the slate from the margin and bed of the brook; where it passes through the water it is in bubbles, and flashes only when the flame is applied; but where it flows directly from the rock, it burns with a steady and beautiful flame. In winter it forms openings in the snow, and being set on fire, the novel sight of a flame rising out of the snow is witnessed. In very cold weather,

tubes of ice are formed around these currents of gas, to the height of two or three feet, the gas issuing from their tops; the whole, when lighted in a still evening, presents a beautiful appearance.

The city of Rochester lies on both sides of the Genesee River, seven miles south of Lake Ontario; by railroad west from Albany 250 miles; by the Erie Canal, 268; and east from Buffalo, by the former route 75 miles, and by the latter, 95 miles. The population, in 1830, was 1548; in 1835, 2209; in 1840, 30,191. It was founded in 1812, by Nathaniel Rochester, and others, all of whom were from Maryland; incorporated as a village in 1817; and as a city in 1834. It is handsomely laid out, with considerable, though not entire, regularity. The east and west parts of the city are connected by three bridges, and the river is also crossed in the middle of the city by the splendid aqueduct of the Erie Canal, which rests on eleven arches, and is 604 feet in length, and cost \$30,000. The streets are spacious, with a width varying from sixty to eighty feet, well paved in the centre, with convenient sidewalks; and there are also several public squares which are enclosed. Buffalo-street, which is broad and straight, runs through the centre of the city, crossing the river on a bridge; and on the east side is called Main-street. The city is handsomely built, chiefly with brick, and a large number of the stores and dwellings are elegant; many of the houses have fine gardens, ornamented with fruit trees and shrubbery. Some of the churches and public buildings are handsome structures.

Rochester owes its rapid growth and present greatness to the vast water-power created by the falls in Genesee River, which amounts to 200 feet within the bounds of the city, in which are three successive perpendicular falls of 20,

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30, and 105 feet, besides rapids. On these rapids and falls  
are many large flouring-mills, not surpassed by any others in  
the world, and numerous other hydraulic works. These  
mills are capable of manufacturing 5000 barrels of flour  
daily.

As a seat of commerce the city is most admirably situated.  
It is the port of entry of the Genesee collection dis-  
trict, and by Lake Ontario may participate in all the trade  
of the St. Lawrence basin. Vessels come up the Genesee  
River from the lake to Carthage, two and a half miles north  
of the centre of the city, where steamboats arrive and de-  
part daily, and to which there is a railroad from the city.  
The river is navigable for boats to the head of the rapids,  
a distance of 53 miles, and steamboats of light burden may  
ply between the city and the village of Avon, twenty miles  
south. The Erie Canal passes centrally through the city,  
giving it access on the east to Albany, and thence by the  
Hudson River to New-York, and on the west to Buffalo;  
and thence to the upper lakes and the great West. The  
Genesee Valley Canal is to connect it with Olean on the Alle-  
gheny River, and thence to Pittsburg. The chain of rail-  
roads from Boston to Buffalo passes through it, giving it a  
ready access to both sections of the country, and intermedi-  
ate places.

There are several well-kept and elegantly furnished ho-  
tels in Rochester, where the traveller will find every accom-  
modation. The principal ones are the *English*; *American*;  
*New Market House*; *Congress Hall*; *Clinton*; *Rochester*;  
&c. &c.

The German Falls are seen to the best advantage from the  
east side of the stream. The railroad cars pass about 100  
yards south of the most suddenly fall on Genesee River, so

that passengers, in crossing, lose the view. The falls are three in number, over the first of which, the water has a perpendicular descent of eighty-six feet. The ledge recedes here up the river from the centre to the sides, breaking the water into three distinct sheets, unsurpassed in beauty by any waterfall in the state, although those of Niagara and Cohoes have more sublimity. From Table Rock, in the centre of these falls, the noted Sam Patch made his last and fatal leap into the depths below. The second fall is a mile and a quarter north from where the railroad crosses the river; here it has a perpendicular descent of about 100 feet. It thence passes in a curve, which is noisy and rapid, to the third and last fall, over which it pours its flood in a perpendicular stream of 100 feet.

Mount Hope, a rural cemetery amidst wild and picturesque scenery, is situated two miles south of the railroad depot, and a quarter of a mile west of the river and the Genesee Valley Canal. This cemetery is said to surpass in beauty either Greenwood at Brooklyn, or Mt. Auburn near Boston. Thousands leave Rochester for Mt. Hope every week daily.

The Hot Springs, which are greatly increasing in public favor, are situated in the valley of the Genesee, thirteen miles from Rochester, and twenty-five from Canastota. The village, which is on the right bank of the river, is elevated 100 feet above it, and is delightfully situated for the view, commanding an extensive view of the neighboring country. The waters of these springs have obtained considerable celebrity, owing to their efficacy in curing various diseases; this, added to the rural beauties of the spot, has induced thousands to visit them. The distance from the Genesee River, where the railroad crosses, is about eight miles.

view. The falls are high, the water has a great fall. The ledge reaches up, sides, breaking the surface in beauty by those of Niagara and Falls Rock, in the center, made his last and The second fall is a great fall, the railroad crosses a distance of about 150 feet in many and rapid, it goes to the foot in 5

the wild and picturesque of the railroad dips, five and the Genesee to compare to beauty. A short time before, before many these days.

very interesting to public the Genesee, situated five from Onondaga, one of the rivers, if the valley situated in the eye of the neighboring have abundant evidence in many various conditions of the river. The Genesee is a very beautiful river.

filled with drawing and sleeping rooms in the most elegant modern style; the *Acorn Hotel*, which has also been greatly improved, and is an excellent house; the *American*, *Kitchener Hall*, and *Pavilion*, which afford fine accommodations. A stage leaves Rochester, during the season, every morning, and picks up on the Genesee Valley Canal land passengers within two miles, from which point carriages are in readiness to convey them to the Springs.

From Rochester there are three modes of conveyance to Buffalo and Niagara Falls. The route by railroad to Buffalo, 74 miles, is the most expeditious; the canal route, 95 miles, is, however, the cheapest. Steamboats, during the season of navigation, run daily from *Carthage*, which is connected with Rochester by railroad, to *Lewiston*, on the Niagara River; and thence the passenger is conveyed by railroad cars to Niagara Falls and Buffalo.

*Lockport*, on the Erie Canal, 21 miles northwest from Buffalo, is noted as containing the deep excavation for the canal, which is cut through the mountain ridge for a distance of three miles, at an average of twenty feet deep, in limestone rock. It descends in a natural ravine from the higher to the lower plain, by five double locks of twelve feet lift each; so that whilst one boat ascends, another may descend the canal. These locks, which are of superior workmanship, with steep steps in the centre and at either side, are guarded with iron railings for the convenience of passengers. The canal being supplied by Tonawanda Creek from the northward, its source, Lake Erie, distant 20 miles, affords an abundant supply of water for hydraulic purposes, whence the village derives, chiefly, its prosperity. From the foot of the steps the canal continues upon one level of 65 miles, ending two miles west of *Buffalo*. From *Lockport* extends a railroad to Niagara Falls and Buffalo.



## [BUFFALO.]

This city, a port of entry, and the capital of Erie county, is situated on the outlet of Lake Erie, at the head of Niagara River, and at the mouth of Buffalo Creek which forms its harbor. It is from Albany, by railroad, 325 miles,—by the Erie Canal, 364 miles; 470 from New-York; 23 south-southeast from Niagara Falls; 75 from Rochester, by railroad; 31 from Lockport; 168 north-northeast from Cleveland, Ohio; 200 east-by-north from Detroit; and 207 from Chicago, Illinois.

Buffalo was originally laid out in 1801, but grew slowly until 1812, when in that year it became a military post, and in Dec. 1812, every building in it, save two, was burnt by a party of British and Indians. It rose, however, from its ashes, and in four years afterwards contained upwards of a hundred buildings, some of which were large and elegant brick houses. In 1820 it had upwards of 5000 inhabitants and 400 houses. At the present time its population exceeds 30,000, and is rapidly increasing. At the close of the war of 1812, the United States paid the inhabitants of Buffalo a compensation of \$30,000 for the losses they had sustained by the conflagration of 1812.

Buffalo owes the commencement of her prosperity to the completion of the Erie Canal, which was opened in 1825. It was incorporated as a city in April, 1832; is divided into five wards, and governed by a mayor and common council, annually elected. It is laid out partly on a bluff or terrace, rising fifty feet above the lake, and partly on the low ground or marsh towards the lake and creek. The marsh having been drained, is now become the business part of the city. The ground on which the city is built rises gradually from the creek which runs through its south part, and at the distance

capital of Erie county, at the head of Niagara Creek which forms its head, 285 miles,—by the New-York; 23 south-west from Rochester, by rail-road; and 507 from

1801, but grew slowly as a military post, and in 1802, was burnt by a fire, however, since then it contained upwards of 2000 inhabitants. At the close of the war the inhabitants of Buffalo a

of her prosperity to the h was opened in 1825. In 1835; is divided into ward and common council, ly on a bluff or terrace, partly on the low ground. The marsh having been part of the city. The are gradually from the part, and at the distance

of two miles it becomes an elevated and extended plain, fifty feet above Lake Erie. From this elevation there is a delightful view of the lake, the Niagara River, the Erie Canal, and the Canada shore. The city is regularly laid out, with broad and straight streets that intersect usually at right angles. Main-street, which is more than two miles in length, and 120 feet in breadth, is occupied on either side with fine and lofty stores, dwellings, and hotels, which present an imposing appearance. There are three public squares, Niagara, Franklin, and Washington, which are planted with trees, adding much to the beauty and health of the city. Buffalo has a court-house, jail, county-clerk's office, two markets, in the upper story of one of which are the common council chamber and city offices, and about twenty churches. It has also several banking-houses, a theatre, and many spacious and elegant hotels.

A pier, of wood and stone, extends 1500 feet on the south side of the mouth of the creek, so as to form a breakwater, for the protection of vessels from the violent gales which are not unfrequently experienced here. A lighthouse, 45 feet high and 20 in diameter, is placed at the head of the pier: it is a substantial and beautiful structure, built of dressed yellowish limestone, and is an ornament to the city.

The commerce of Buffalo has already become very great in consequence of the trading facilities afforded by the canal and railroad, in connection with the lake navigation, which has an extent of some thousands of miles.

Buffalo has communication on the east by canal with Albany, and thence by a complete chain of railroads, 505 miles in length, with Boston. It is also connected by railroad with Niagara Falls and Lewiston, on the north.

The principal streets in Buffalo are Clinton's Western St.

tel, at the depot of the Niagara Railroad; *Monter House*, corner of Main and Exchange streets; *U. S. Hotel*; *Huff's Hotel*, 33 Main-st.: at the latter house the price of board is \$1.00 per day. There are also other excellent houses.

#### ROUTE FROM BUFFALO TO CHICAGO, VIA DETROIT.

By steamer from Buffalo to Erie, Pa., 60 miles; thence to Cleveland, 194 miles; Huron, 240; Sandusky, 200; Detroit, 227 miles. By railroad from Detroit to Kalamazoo, 146 miles; (hence by stage to St. Joseph, on Lake Michigan, 55 miles—1 day); by daylight; thence crossing the Lake, by steamer to Chicago, 60 miles. The whole distance through from Buffalo to Chicago by this route is 687 miles. The time occupied is thirty hours. Fare \$6.40—to Detroit \$3.00.

During the summer season travellers have an opportunity of going from Buffalo and Detroit to Chicago, by the way of the great Upper Lakes, Huron and Michigan, stopping at all the principal places. Difference in time between this and the former route (by steamer) about forty-eight hours; Fare from Buffalo \$6.00. Time four days; distance 1060 miles.

The following, which is a summary of a trip from New-York to Chicago, via Albany, Buffalo, and Detroit, is by a correspondent of one of our daily papers, and will convey more information, for those about taking this excursion, than any other description we are able to give.

Leaving New-York by the 7 o'clock boat, on Monday evening, for Albany, you breakfast at that place next morning, and at 7½ o'clock proceed to the Railroad Office, and

# COMPANION.

and ; Mansion House,  
U. S. Hotel; Hug's  
the price of board in  
excellent houses.

## GO, VIA DETROIT.

Pa., 90 miles; distance  
440; Conductors, 220;  
Detroit to Kalamazoo,  
on Lake Michigan,  
the crossing the Lake.

The whole distance  
is 507 miles.  
fare \$2.45 to Detroit.

have an opportunity  
Chicago, by the way of  
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boat forty-eight hours;  
days; distance 1000

of a trip from New  
and Detroit, is by a  
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boat, on Monday  
that place next morn-  
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## ROUTE FROM BUFFALO TO CHICAGO VIA DETROIT. 185

get a through-ticket for Buffalo, for which you pay \$12.00. After an hour's ride you reach Salamanca, and proceed thence on the way to Union, where you stop for dinner; and then with the same rapidity fly away to Syracuse, where you can stop till morning, if too much fatigued to ride all night;—if, however, you are in a hurry, you can keep your seat in the car, and at sunrise the next morning will find yourself in Buffalo: but if you prefer travelling by daylight, you can spend the night in Syracuse or Auburn, and the next day you have an opportunity to see the beautiful villages of Geneva, Canandaigua, Watkins, and the city of Rochester, and arrive in Buffalo in the evening of the second day—Wednesday.

You now take passage on one of the large and elegant Upper Lake boats. Here you generally find companies of ladies and gentlemen, bound on a voyage of pleasure, with guns, fishing-tackle, lures, flutes, violins, and other music. The next morning, which is Thursday, you land at Cleveland, and here, while the boat is taking in wood, &c., you have an hour or two to ride around the town. You leave Cleveland at 11 or 12 o'clock, and the next morning, Friday, at daylight, you are in Detroit. Another hour or two is spent about the city, and you are off for Mackinaw. Saturday morning finds you moored amidst bark canoes and Indian tents, close under a high rocky fort, bristling with a hundred cannon. After getting a breakfast of Mackinaw trout, trying your luck at fishing in water so clear that you can see a trout twenty feet from the surface, buying a few tickets from the young Indians, visiting the forts and barracks, you sail for Chicago, where you arrive on Sunday at sunrise, making the whole trip of 1500 miles in five days, at an expense of \$21.00, all told. The fare on the lakes is

\$2.00, or about \$2.00 a day—the same as at an hotel. This includes passage and board.

**Hotels in Davenport.**—The National Hotel, Mount-House, Steamboat Hotel, Railroad Hotel, Steamboat Temperance House. The price of board per day, at each of the above houses, varies from 75 cents to \$1.25.

**Hotels in Chicago.**—The Sherman House, which keeps a splendid table,—\$1.25 per day. Lake House, accommodations equal to any of the Eastern hotels,—\$1.25 per day. The Tremont House, Montan House, Western Hotel, American Temperance House, and many other good houses, with board for \$1.00 per day.

**Hotels in Milwaukee.**—The United States Hotel, Milwaukee House, City Hotel. Board about \$1.25 per day.

**From Chicago to Galena, Illinois, by stage, 167 miles.** Fare coverages \$2.00. Time about two days.

**From Chicago to St. Louis.**—By stage to Peru, on the Illinois River, 100 miles; by steamboat, at Peru, down the river to St. Louis. Time from there to there and a half days. Fare coverages about \$2.00.

**Hotels in St. Louis.**—City, Frontier, Virginia, and several other well-kept houses.

**From St. Louis to New-Orleans.**—Take the steamboat at St. Louis, passing down the river to Memphis, Tennessee, 370 miles; thence to Vicksburg, Mississippi, 360 miles; thence to Natchez, Miss., 85 miles; and from thence to New-Orleans, 370 miles; making the entire distance 1085 miles, which is performed in about four days. The distance from New-Orleans to the Gulf of Mexico is about ninety miles.

to dine at an hotel.

ational Hotel, Manchester Hotel, Steamboat Tour per day, at each of the to \$1.55.

an House, which keeps a Lake House, accommodates—\$1.55 per day. House, Western Hotel, many other good houses.

United States Hotel, and about \$1.55 per day. mile, by stage, 16 miles. at two days.

by stage to Peru, at the day, at Peru, down the river to three and a half days.

ated, Virginia, and sev-

—Take the steamboat to Memphis, Tennessee, Mississippi, 200 miles; and from thence to the entire distance 1000 four days. The distance Mexico is about ninety

# ROUTES FROM BUFFALO TO NIAGARA FALLS.

Visitors can reach Niagara Falls from Buffalo, either by the Buffalo and Niagara Falls Railroad, or by Steamboat to Chippewa, on the Canada side, or to Schlosser, on the American side. These Falls are also reached from Rochester by the Erie Canal to Lockport, and from thence by railroad to the Falls; thereby dispensing with the route through Buffalo,—a saving of both time and expense. By the Buffalo and Niagara Falls Railroad, passengers are conveyed direct to the Falls, on the American side, twenty-two miles distant; and from the steamboat-landing at Schlosser, either by the cars, or stage, running direct to the Falls. From the landing at Chippewa, the traveller is conveyed by the railroad connecting Queenston with that place, to Niagara Falls, a short distance north of Chippewa, stopping opposite the Pavilion Hotel, and about half a mile from the Clifton House.

The fare on each of the routes from Buffalo is 75 cents; going and returning by the same conveyance, \$1.55.

## FALLS OF NIAGARA.

These Falls are esteemed the most sublime object of the kind in the world, language being incapable of conveying to the mind an adequate description of their beauties—their immensity raising emotions of wonder, terror, and delight, in all who look upon them. There are other falls which have a greater perpendicular descent, but none in the known world where such a mass of water is precipitated from so great a height. It has been computed that the quantity of water discharged over the Falls is about 670,000 tons per

minute. On viewing this magnificent work of nature, the words of the Psalmist are forcibly brought to mind: "I will remember the works of the Lord. There art the God that doest wonders. The waters saw thee, O God, the depths also were troubled, the earth trembled and shook. Thy way is in the sea, and thy path in the great waters, and thy footsteps are not known."

The Falls are situated on the Niagara River, fourteen miles above Lake Ontario, and twenty-three miles below Lake Erie, on the New-York side. The river forms the outlet of the waters of the great upper lakes, which, together with Erie and Ontario, drain, according to Professor Drake of Kentucky, an area of country equal to 40,000 square miles, and the extent of their surface is estimated at 53,000 square miles. These lakes contain nearly one half of the fresh water on the surface of the globe. At the distance of about three-fourths of a mile above the Falls, the river begins a rapid descent, making within that distance a succession of slopes, equal to fifty-two feet on the American side, and fifty-seven on the opposite one, and forming a powerful current at the Falls, it turns at a right-angle to the northeast, and is then suddenly contracted in width from three miles to three-fourths of a mile. Below the cataract the river is only half a mile wide, but its depth is said to exceed 300 feet.

The cataract is divided into two parts by Goat or Iris Island, containing about seventy-five acres; but the principal channel is on the western or Canadian side, whose waters form the Great Horse-Shoe Fall, over which about seven-eighths of the whole is thrown. The eastern channel between Goat Island and the State of New-York, is again divided by a small island, named Prospect, forming a beautiful cascade. The descent on the American side, on either

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Niagara River, fourteen  
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The eastern channel be-  
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tained by measurement, is 164 feet, and on the Canadian  
side 168 feet.

The chief features of this sublime scene are—the Great  
Horse-Shoe Fall, Goat Island, Table Rock, and the Ameri-  
can Fall. The best single  
view of the cataract is that  
from Table Rock, on the  
Canadian side; the best  
view of the rapids is from  
Goat Island, and of the  
American Fall, from the  
Ferry, a short distance be-  
low the Falls, on the Amer-  
ican side; but the most  
sublime and overpowering  
view is that of the Great  
Horse-Shoe Fall, on the  
Canadian side. The en-  
graving presents a view  
of Table Rock.



A bridge connects Bath and Goat Islands with the main  
land, the erection of which was a work of noble daring, for  
it is here that the waters rush with tremendous velocity  
towards the fearful abyss.

On Bath Island is a toll-house, where visitors are required  
to inscribe their names, and at the same time pay a fee of  
twenty-five cents, which entitles them to visit all the islands,  
with their appendages, as often as may be wished, during the  
visit, or season, without any additional charge. On Goat  
Island the visitor will find guide-boards, directing to all the  
most interesting places and objects around the Island. There  
is also a bridge, called the Terrapin Bridge, about 300 feet



in length, jutting out from the west part of Goat Island, which projects ten feet over the Horse-Shoe Fall. On the rock, at the verge of the precipice, is a stone tower, erected in 1833, which is forty-five feet in height, with winding stairs on the inside, and an open gallery on the top, surrounded by an iron balustrade, from which, or from the end of the bridge, the effect of the Falls upon the beholder is awfully sublime.

The descent to the bottom of the Falls, on Goat Island, is accomplished by covered winding stairs, erected in the year 1833, by the late Nicholas Biddle, Esq., of Philadelphia: it gives visitors an opportunity of descending below the bank, and of passing a considerable distance behind the two main sheets of water. The descent from the island to the margin of the river is 135 feet. A common flight of steps leads down 40 feet to the perpendicular spiral steps, 90 in number, which are enclosed in a building in the shape of a barn-gate, resting on a firm foundation at the bottom. From the foot of the building there are three paths leading to the most important points of observation, one of which leads to the river below, a distance of 50 feet, where visitors will find one of the finest fishing places in this part of the world. Here was Sam Patch's jumping-place. The path at the left of the staircase leads to the great Crescent, or Horse-Shoe Fall, where, when the wind blows up the river, a safe and delightful passage is opened behind the sheet of water. The path to the right leads to a magnificent cave, appropriately named, on its discovery, *Helms' Cave*, or *Cave of the Winds*; it is about 120 feet across, 50 feet wide, and 100 feet high, and is situated directly behind the Centre Fall, or *Genesee*, which at the bottom is more than 100 feet wide.

About 100 feet below the Falls, on the American side, is

part of Goat Island, Horse-Shoe Fall. On the island is a stone tower, erected in 1832, with winding gallery on the top, from which, or from the end of the bridge, upon the beholder is

Falls, on Goat Island, in 1832, erected in the year 1832, of Philadelphia: it extends below the bank, once behind the two main islands to the margin. A slight slope leads to the spiral steps, 50 in number, in the shape of a horse-shoe, at the bottom. From the path leading to the mouth of which leads to the where visitors will find this part of the world. The path at the left of the falls, or Horse-Shoe, up the river, a safe and the sheet of water. The sheet cave, appropriately, or Cave of the Winds, wide, and 100 feet high, Centre Fall, or Cascade, 50 feet wide.

on the American side, is

another staircase leading to the Ferry, which connects with the Canadian shore. From the Ferry a very near view of the highest Fall, and a most charming prospect of the entire Falls, are obtained.

There is not the least danger in crossing the river, competent persons having charge of the boats; and, for a short one, the excursion is delightful, eight minutes being the usual time in crossing. Persons occasionally swim across without difficulty.

The visitor on being landed will proceed up the bank by a carriage road, at the head of which stands the Clifton House; here he may obtain refreshments, and afterwards proceed towards Table Rock, where will be found a spiral staircase, from the foot of which you can pass 153 feet behind the sheet of water. A gentleman has the charge of this staircase, and furnishes dresses and a guide for visitors who wish to go behind the sheet. There is here a reading-room, and a place of refreshment, with albums, an examination of which will, no doubt, prove interesting.

About equidistant between the Clifton House and Table Rock stands Mr. Barnett's very interesting Museum, a visit to which should not be omitted. The Camera Obscura, near the Museum, is also worthy the attention of visitors.

From Table Rock you have one broad and imposing view of the entire Falls, and much of the scenery of the rapids and islands. It is generally conceded that this view, and that from the Terrapin Bridge and Tower, are the best, and combine more of the beautiful and sublime than can be obtained from any other point on either side of the river. In ascending the bank from Table Rock to the hotels, you have a fine and extensive view of the surrounding country.

A suspension bridge is about to be thrown over the Niagara

gan River near the Falls, the work of which has been all unobscured for. The work, which is to be on a suspension cable, 300 feet above the river, will be 300 feet long, and 40 feet wide—the centre track for cars, that will connect with the Canada Railroad through to Detroit, and be capable of transporting 300 tons over it at once, at the rate of ten miles to the hour. There will be two tracks for carriages, and a foot-path; and it will have three spans, with abutments 300 feet high. The completion of this noble work of art will, no doubt, be the means of drawing an immense increase of visitors to this most attractive and lovely spot. It will take about two years to complete it, which will be in time for the Canada Railroad.

Three miles below the Falls is the Whirlpool, resembling in its appearance the celebrated Maelstrom on the coast of Norway. It is constituted by the river striking nearly a right-angle, while it is here narrower than at any other place, not being more than thirty rods in width, and the current running with such an amazing velocity as to rise up in the middle ten feet above the sides. This has been ascertained by actual measurement.

There is a path leading down the bank to the Whirlpool on both sides; and, though somewhat difficult to descend and ascend, it is accomplished almost every day on the American side.

A mile below the Whirlpool is a place on the American side called the "Devil's Hole," embracing about two acres, cut out laterally and perpendicularly in the rock by the side of the river, and about 150 feet deep. An eagle of this hole or gulf comes within a few feet of the stage road, affording travellers an opportunity, within striking of looking down the yawning abyss. But they should wait and gaze on the

of which has been all to be on a suspension of 600 feet long, and 40 that will connect with rock, and be capable of at the rate of ten miles an hour for carriages, and a one, with abundant 200 this work of art will, no immense increase of velocity. It will take will be in time for the

Whirlpool, resembling brown on the coast of river making nearly a than at any other place, which, and the current it is to rise up in the it has been mentioned to the Whirlpool difficult to descend and very dry on the American side on the American side about two miles in the rock by the side. An eagle of this bank is always seen, observing the boats, and looking for a night and day to the

Further side of the first projecting rock, where they will feel themselves richly repaid for their trouble.

Distances.

|                                                                              |     |
|------------------------------------------------------------------------------|-----|
| From Steamboat Landing across to Chippewa . . .                              | 2½  |
| From Fort Schlosser to Chippewa . . . . .                                    | 1½  |
| From the Falls to Chippewa . . . . .                                         | 3   |
| Across the River at the Falls . . . . .                                      | 1   |
| From the Eagle and Cataract Hotels to Table Rock . . .                       | 1½  |
| From the Falls to the Mineral Springs . . . . .                              | 3   |
| " to the Whirlpool . . . . .                                                 | 3   |
| " to the Devil's Hole . . . . .                                              | 4   |
| " to Erie Canal at Tonawanda . . . . .                                       | 11  |
| " to Buffalo . . . . .                                                       | 22  |
| " to Lockport . . . . .                                                      | 15  |
| " to Lewiston . . . . .                                                      | 7   |
| " to Goat Island by the bridge . . . . .                                     | 50  |
| Across the Falls on the American side . . . . .                              | 50  |
| Across the foot of Goat Island . . . . .                                     | 50  |
| Length of Goat Island . . . . .                                              | 100 |
| Across the Horns-Shoe Fall . . . . .                                         | 114 |
| From the steps of the Eagle and Cataract Hotels to top of the bank . . . . . | 100 |
| Top of the bank down the staircase to the River . . .                        | 20  |
| Width of River at the Ferry . . . . .                                        | 75  |
| Up the Canada bank . . . . .                                                 | 75  |
| Depth of water at the Horns-Shoe . . . . .                                   | 50  |
| Depth of water at the Ferry . . . . .                                        | 200 |

At the close of the last war with Great Britain, three large British ships, stationed on Lake Erie, were declared unfit

for service, and condemned. Permission was obtained to send them over the Falls. The first was torn to shreds by the rapids, and went over in fragments; the second filled with water before she reached the falls; but the third, which was in better condition, took the leap gallantly, and retained her form till she was hidden in the mist below. A reward of ten dollars was offered for the largest fragment of wood which should be found from either wreck, five for the second, and so on. One piece only was seen, and that, about a foot long, was marked as by a vice, and its edges notched like the teeth of a saw.

In the year 1837 a few individuals purchased a large schooner of 140 tons burthen. This vessel was towed down the river to within half a mile of the "rapids," when it was cut adrift and left to its fate. The rapids are caused by numerous ledges of rocks from two to four feet high, extending wholly across the river, over which the water successively pitches for about the distance of a mile immediately above the main cataract. The vessel got safely over the first ledge, but upon pitching over the second, her masts went by the board: she sprung a leak and filled with water, but contrived nevertheless to float, though she changed her position to stern foremost, in which manner she took her last plunge over the main fall, her bowsprit being the last part that was visible of her. Bits of canvas never seen more, but numerous fragments of her timber and planking were picked up some miles below in very small pieces, bruised, torn, and shivered. There were two boats and some other animals on board of her, but the boats seemed to have had some misgivings of the safety of the voyage, and therefore while she sprung a leak and floated stern foremost they stepped over-board, and with much difficulty succeeded in swimming

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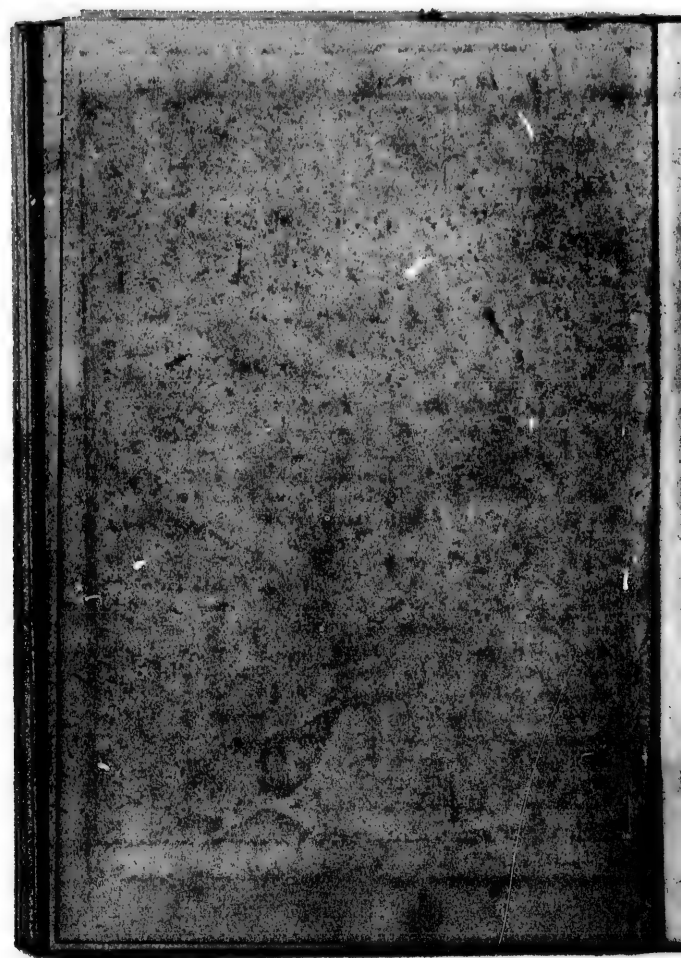
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sphere, after having been carried half way down towards the main cataract by the rapidity of the current. It is the opinion of those who have been long resident near the cataract, that not even the different sorts of fish that happen to be found down the falls ever escape with life; and in corroboration of this, numerous dead fish are daily seen below the gulf; wild fowl too, unmindful of their danger, or floated down while they are asleep, never escape destruction if once caught within the verge of the main cataract.

#### RAILROAD ROUTE FROM NEW-YORK TO PHILADELPHIA.

There are two great lines of travel between these important and populous cities; the first of which is the Railroad line; the other is by steamboat and railroad united, described hereafter: the former is the most expeditious, and the latter (in pleasant weather) the most varied and interesting.

The railroad line leaves New-York, from the foot of Liberty-street daily, at 9 o'clock A.M., and 4½ o'clock P.M.; where tickets for the route are purchased; thence passengers are conveyed across the ferry to Jersey City, where is the depot and starting-place. Thence between the two cities, usually five hours; distance 32 miles. Fare in the first class one, \$1.50; second class, \$1.00.

The route from Jersey City passes through Newark, New Brunswick, Trenton, and crosses the Delaware by a substantial bridge to Bristol, on the Delaware River. Here, being the scene of navigation, passengers are usually accompanied by a commodious steamer down the beautiful Delaware to Philadelphia.

The Philadelphia and Trenton Railroad is now continued to Bridgeton, seven miles above the city, where the company have erected a splendid depot with a front of 400 feet, which extends into the river a distance of from 150 to 200 feet.

It is expected that shortly the arrangements for a change on this route will be completed, and that the large boats will land New-York passengers at Bridgeton, instead of at Bristol, who will be conveyed thence by omnibus to Philadelphia. By this route full half an hour will be saved.

At Trenton a branchroad enters the New Jersey with the Camden and Amboy, over which the route is sometimes changed at the latter point, ending at Camden opposite to Philadelphia.

Both bridges, one and a half miles from Camden, bridge the Delaware river leading to the manufacturing town of Pottsville, 17 miles distant. Here 50 boats. Here are the Franklin Falls, which are celebrated for their picturesque beauty, and are much visited by strangers.

Jersey City is situated on the west bank of the Hudson River, opposite to New-York, and is connected with that city by a steam ferry, over a mile in length, the boats on which are constantly plying.

According to the census of 1840, its population was 30,000, being an increase of about 100 since 1830.

Jersey City has become an important place, as a diverging point for the great route connecting the north with the south, and which is continued to Philadelphia. It is also the starting place of the Delaware Railroad, which has its depot there. The Morris Canal, cutting the Delaware just below Camden, and which is intended to lengthen the route to Philadelphia, is also in this city.



The prosperity of this city calls for prompt treatment in building up the business of the State of South Carolina, for whom we have been the chief executive, which is now being built up and built up in the State, as a whole, by the South City City Company.

Notwithstanding the fact that the city, 61 State Street, and 75 from Philadelphia, is situated on the Florida River, and is the most populous and flourishing place in the State of South Carolina. The population at the present time is upwards of 20,000. The city, which is situated some forty miles above the river, is regularly laid out with broad and straight streets, many of which are bordered by tall and elegant timber groves. It contains two large and handsome public squares. The city is well built, and possesses a very

fine appearance, many of the dwellings being large, and finished in a superior style. The court-house, in the north part of the city, is built of brown freestone, in the Egyptian style of architecture. Newark is well supplied with pure water brought from a copious spring more than a mile distant.

Newark contains numerous churches, some of which have great architectural beauty. It has also three banks, an apprentices' library, a circulating library, with literary and scientific institutions, &c. This city is very extensively engaged in manufactures, a great part of which is sent to distant markets. In 1840 the capital invested in this species of industry, amounted to upwards of a million and a half of dollars. In two articles alone, that of carriages and leather, there was half a million of dollars invested; and employing many hundreds of workmen. The commerce of Newark is also considerable, there being owned here about 70 vessels, of 100 tons each, besides several whale-ships. The Morris Canal runs through the city.

The cars of the New Jersey Railroad, on the route between New-York and Philadelphia, pass through Newark twice daily, in each direction. Cars, also, from Jersey City arrive and depart several times daily. Fare 25 cents. A steamboat also plies between Newark and New-York. Fare 25 cents.

The Morris and Essex Railroad begins here and extends to Morristown, 22 miles from Newark, and 31 from Jersey City. The depot at Newark is in Broad-street. Usual fare \$1.40.

Passengers by the morning train from Newark to Morristown will arrive there at 10½ o'clock, where stages will be in readiness to convey them to Schooley's Mountain, Washington.

Dividers and Easton, daily; to Succasunna, Stanhope, Newton, Milford, and Owego, on Mondays, Wednesdays, and Fridays; and to Rockaway, Dover, Sparta, and Newton, on Tuesdays, Thursdays, and Saturdays; each line returning on the following days to meet the P. M. trains for New-York.

SOMOSETT'S MOUNTAIN is eighteen miles from Morristown, and is a celebrated summer resort, owing to its elevated situation, its pure and bracing atmosphere, and its mineral springs, the waters of which are used to great advantage in chronic diseases and general debility. They contain muriate of soda, muriate of magnesia, muriate of lime, carbonate of magnesia, sulphate of lime, silica, and carbonated oxyde of iron. The visitor to this healthful region will find the accommodations here in no way inferior to those at similar places elsewhere. *Belmont Hall*, and *Morak's Health-House*, are fine and extensive establishments.

*Elizabethport*, on the New Jersey Railroad, 5 miles from Newark, 14 from New-York, and 46 from Trenton, is situated on a creek, two and a half miles from its entrance into Staten Island Sound. It is a beautiful town, regularly laid out with broad streets, and contains a court-house, and other public buildings, with saw-mills, oil-cloth factories, tanneries, &c. Population about 3000. The railroad from Elizabethport to Somerville passes through this place. It extends 26 miles to Somerville, which is 40 miles from New-York. Fare to Elizabethport by steamboat, 19½ cents, and to Somerville, 75 cents. From Elizabethport, two and a half miles distant, a steamboat plies daily to the city of New-York.

It is in contemplation to continue this railroad from Somerville through to Easton, one of the most growing and flourishing towns in Pennsylvania.

*Rahway*, situated on both sides of the Rahway River, contains about 2500 inhabitants, and several manufacturing establishments, which are on an extensive scale, and in daily operation. The manufactures consist of silk printing, carriages and carriage furniture, hats, shoes, cloaks, earthenware, and cotton goods.

*New Brunswick*, 21 miles from New-York, 33 from Trenton, and 56 from Philadelphia, is situated at the head of steamboat navigation on the Raritan River, and 33 miles from its entrance into Raritan Bay at Amboy, by the course of the river. This is also the seat of Rutgers College and school, which was founded in 1779. The streets on the river are narrow and crooked, and the ground low; those on the upper bank are wide, and many of the dwellings are very neat and elegant, surrounded by fine gardens. From the site of Rutgers College on the hill, there is a wide prospect, terminated by mountains on the north, and by Raritan Bay on the east. The Delaware and Raritan Canal extends from New Brunswick to Bordentown on the Delaware River, is 75 feet wide and seven deep, admitting the passage of sloops of 75 or 100 tons burthen; is 48 miles in length, and has fourteen locks, and 117 feet of lockage; the locks being 110 feet long and 24 wide. The entire cost was about \$2,500,000.

*Princeton*, eleven miles from Trenton, is the seat of the New Jersey College, long celebrated as one of the oldest and most respectable colleges in the country. It was originally founded at Elizabethtown in 1746, removed to Newark in 1748, and in 1756 was permanently located here.

\* At New Brunswick passengers have an opportunity of obtaining slight refreshments, the one stopping a few minutes only.

of the Rahway River, and several manufacturing extensive scale, and in daily consist of silk printing, car-

from New-York, 80 from is, is situated at the head Raritan River, and above on Bay at Amboy, by the the east of Rutgers Col- ed in 1776. The streets and, and the ground low, and many of the dwell- surrounded by fine gardens. on the hill, there is a wide on the north, and by Rar- and Raritan Canal extends on the Delaware River, admitting the passage of is 40 miles in length, and lockage; the locks being the entire cost was about

Trenton, is the seat of the ed as one of the oldest the country. It was wn in 1766, removed to permanently located here.

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ROUTE FROM NEW-YORK TO PHILADELPHIA. 199

It has a library of about 12,000 volumes. The commencement is on the last Wednesday in September. The Theological Seminary of the Presbyterian church, founded in 1812, is also located here. Both institutions are in a flourishing condition. Princeton is a neat and pleasant village, built mostly on one extended street, and containing about 1500 inhabitants. In this vicinity was fought the memorable battle of Jan. 3d, 1777, between the American forces under General Washington, and those of the British, in which the former were victorious.

Trenton, the capital of the State of New Jersey, is situated on the east side of the Delaware River, at the head of abundant and deep navigation. It is 27 miles from Philadelphia, and 60 from New-York. The population in 1810 was 3000; in 1820, 3540; in 1830, 3625, in 1840, 4025. The city is regularly laid out, and has many fine stores and handsome dwellings. The State House, which is 100 feet long and 60 wide, is built of stone, and stone-work, so as to resemble granite. Its situation, which is on the Delaware, is very beautiful, commanding a fine view of the river and vicinity. The Delaware is here crossed by a handsome covered bridge 1100 feet in length, resting on five arches, supported on stone piers, and which is considered a fine specimen of its kind. Its width is sufficient to allow two carriage-ways, one of which is used by the railroad. The Delaware and Raritan Canal, forming an inland navigation from New Brunswick, passes through Trenton to the Delaware at Bordentown. It is supplied by a navigable sluice, taken from the Delaware 25 miles north of Trenton. It was completed in 1824, at a cost of two and a half millions of dollars. The New-York and Philadelphia trains pass through Trenton twice daily in each direction. A



train also leaves the Kensington depot, Philadelphia, for Bristol and Trenton, every morning, (Sundays excepted,) returning in the afternoon. *Fare to Trenton from Philadelphia, 50 cents; to Bristol, 25 cents.*

On Christmas night, in 1776, and during the most gloomy period of the revolutionary war, General Washington crossed the Delaware with 5500 men, and commenced an attack upon Trenton, then in possession of the British. So sudden and unexpected was the assault, that of the 1500 German troops encamped there, 1000 were made prisoners. This successful enterprise revived the spirit of the nation, as it was the first victory gained over the German mercenaries. General Mercer, a brave American officer, was mortally wounded in the attack.

*Morrisville* is a thriving village on the Delaware, directly opposite Trenton; it has considerable water-power, which is derived from the river. The population is about 500.

*Bristol* is a beautiful village, situated on the west bank of the Delaware, nearly opposite to Burlington, 16 miles north-east from Philadelphia, and occupies a commanding situation; it is regularly laid out and neatly built, and contains about 2000 inhabitants. The Delaware division of the Pennsylvania Canal, which communicates with the Lehigh Canal at Easton, terminates here, in a spacious basin which communicates with the Delaware River. This canal, in connection with the Lehigh Canal, forms an uninterrupted water communication with the anthracite coal region of Northampton county, in Pennsylvania. *Fare to Bristol by railroad from Philadelphia, 25 cents; by steamboat, which runs twice daily in each direction during the summer season, 12½ cents.*

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ROUTE FROM NEW-YORK TO PHILADELPHIA. 201

a few miles northeast from Philadelphia, and are much re-  
spected to by the citizens during the summer months. At the  
former place the late Nicholas Biddle Esq., had, a splendid  
country residence, and a fine vineyard.

*Bridgetown*, a beautiful village situated on the Delaware  
five miles from the city, and elevated about twenty-five feet  
above the river, is a neat and very attractive place. It has  
become the residence of many wealthy and retired citizens  
of Philadelphia. This is now the terminus of the Phila-  
delphia and Trenton Railroad.

*Port Richmond*, a town of recent date, on the bank of  
the Delaware, and at the eastern termination of the Reading  
Railroad, is three miles distant from Philadelphia. It has  
become an important place, owing to its favorable situation  
for trade. Coal brought over the Reading Railroad, from  
the productive anthracite coal region in Pennsylvania, is  
shipped here for other places.—We now arrive at Philadel-  
phia, for a description of which the traveller is referred to  
page 200.

STAMBOAT AND RAILROAD ROUTE BETWEEN  
NEW-YORK AND PHILADELPHIA.

This route from New-York to Philadelphia is performed  
by steamboat and railroad—the former leaving from the pier  
in the North River, near the Battery, every morning during  
the winter at seven o'clock, and the summer season at five  
o'clock, A. M. On board the boat tickets for the route are  
presented. Fare \$2.50. The traveller is now conveyed  
across the beautiful harbor of New-York, and will, no doubt,  
have his attention attracted by the enchanting scene before  
him. As the boat proceeds towards Staten Island, and

shapes its way through the narrow straits between the island and the New Jersey shore, called the "Kills," many beautiful places will be presented to his view; among others, *New Brighton*, a village of country-seats, erected by opulent citizens from the metropolis, arranged in all its attractions of fine architecture and eligible position, and commanding views of the city, islands, harbor, and adjacent shores.

The *Sutlers' Snug Harbor*, a short distance beyond, an asylum for superannuated seamen, is the most imposing edifice on this shore.

*Statens Island*, which we keep on our left as we proceed towards *Amboy*, abounds with beauties, and is no doubt destined to be, ere long, a favorite place of residence of the wealthy and retiring citizens of the metropolis.

At *South Amboy*, situated at the mouth of the *Raritan River*, is the commencement of the *Camden and Amboy Railroad*. Here we are transported, in an incredible short space of time, from the steamboat to the railroad car, and after a short detention, we proceed on our journey up the steep ascent from the river, which soon enters a line of deep cutting through the sandhills. It is then continued through a barren and uninteresting region of country, towards the *Delaware River* at *Bordentown*, thirty-six miles from *Amboy*. Here are situated the extensive grounds and mansion formerly occupied by the late *Joseph Bonaparte*, ex-king of *Spain*, which are among the most conspicuous objects of the place.

*Bordentown* is situated on a steep sandbank, on the east side of the *Delaware River*. Although in a commanding situation, its view is in a great measure obstructed from the river. This is a favorite resort for the people of *Philadelphia* during the summer season. The *Delaware and Raritan*

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tan Canal is here connected with the Delaware River. A  
branch railroad running alongside of the canal and river,  
connects Bordentown with Trenton.

The further continuation of the route to Philadelphia is  
usually effected during the pleasant months of summer, on  
the opening of navigation, by steamboat conveyance down  
the river to the city, a distance of thirty miles. The rail-  
road route is, however, continued along the east bank of the  
river to Camden, which is frequently resorted to, and always  
during the winter, when the river is made fast with ice.  
From Camden passengers are conveyed across the Dela-  
ware in a commodious steamboat, and landed at the foot of  
Walnut-street in Philadelphia.

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PHILADELPHIA,

the metropolis of Pennsylvania, and, after New-York, the  
largest city in the United States, is situated in lat.  $39^{\circ} 57'$   
 $9''$  N., long.  $75^{\circ} 10' 37''$  W. from Greenwich, and  $1^{\circ} 50'$   
 $47''$  W. long. from Washington. It is 87 miles S. W. from  
New-York, 322 S. W. from Boston, 97 S. E. from Balti-  
more, 106 from Harrisburg, and 125 from Washington. The  
population in 1800 was 70,367; in 1810, 96,367; in 1820,  
119,225; in 1830, 167,225, and in 1840, including the  
county, 355,001.

The city is situated between the Delaware and Schuyl-  
kill Rivers, five miles above their junction, and is about 100  
miles from the ocean by the course of the former river. The  
city proper is that portion which is bounded by the Dela-  
ware on the east, the Schuylkill on the west, Vine-street on  
the north, and South-street or Cedar on the south. The



VIEW OF FAIRMOUNT WATERWORKS, PHILADELPHIA.

*districts* are the Northern Liberties, Kensington, and Spring Garden on the north; and Southwark, Moyamensing, and Passyunk on the south. These districts, which properly belong to Philadelphia, have municipal authorities of their own, entirely distinct from that of the city, and from each other.

Philadelphia is built on a plain, slightly ascending from each river, the highest point of which is elevated sixty-four feet above high-water mark. It is laid out with much regularity; the streets, which are broad and straight, with a few exceptions crossing each other at right angles, and varying in width from 50 to 120 feet. The dwellings, which are neat and clean-looking in their appearance, are built chiefly



PHILADELPHIA.

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of brick, the style of architecture being plain rather than showy and ornamental. White marble is generally used for the door-steps, window-sills, the basement story, and not unfrequently for the entire front.

A stranger on visiting this city would judge it to be one of the cleanest in the world, (which it certainly is,) from the great use made of the waters of the Schuylkill, which are visible in washing and scrubbing continually. The city is drained by common sewers, which are arch-vaults of brick-work, constructed under most of the main streets. The densely built parts of the city and districts have an outline of about eight and a half miles: the length of the city on the Delaware is four and a half miles.

Philadelphia has the advantage of a double port, connected with very remote sections: that on the Schuylkill is accessible to vessels of 300 tons, and is the great depot for the coal of the interior;—the other, on the Delaware, admits the largest merchant vessels to the doors of the warehouses, and is spacious and secure.

This city is celebrated for its fine markets, which are well supplied not only from its own State, but from the States adjacent, and particularly New Jersey. The "Neck," which is formed by the Delaware and Schuylkill Rivers, and which lies south of the city, is divided off into farms and gardens, on which large quantities of vegetables and fruit are raised for the Philadelphia markets.

Philadelphia has a large foreign and domestic trade; the latter, however, predominates. The registered tonnage entered from foreign ports in 1843, was 63,369; and the registered tonnage cleared for foreign ports for the same period was 58,224. The value of the imports was \$4,916,535;—of the exports, \$3,043,220. She is also distinguished for

her manufactures, which are various and extensive. In 1840, the amount of capital invested in this branch of industry was nearly \$12,000,000. At the present time, however, it is considerably more.

**PUBLIC SQUARES.**—In the city are many public squares, which are ornamented with fine shade and flowering trees. The principal one is *Washington Square*, a little southwest of the State-House: it is finely ornamented with trees and gravelled walks, and surrounded by a handsome iron railing, with four principal entrances, and is kept in excellent order. *Independence Square*, situated in the rear of the State-House, is surrounded by a solid brick wall rising three or four feet above the adjacent streets, surmounted by an iron railing. The entire area is laid off in walks and grass-plots, and shaded with majestic trees. It was within this enclosure that the Declaration of American Independence was first promulgated; and at the present day it is frequently used as a place of meeting for political and other purposes. *Franklin Square*, between Race and Vine, and Sixth and Franklin streets, is an attractive public promenade, with a splendid fountain in its centre, surrounded by a marble basin; it is embellished with a great variety of trees, grass-plots, &c. The other squares are—*Penn Square*, at the intersection of Broad and Market streets, now divided into four parts by cutting Market and Broad streets through it; *Logan Square*, between Race and Vine streets; and *Rittenhouse Square*, between Walnut and Locust streets.

**FAIRMOUNT WATER-WORKS.**—The inhabitants of Philadelphia are liberally supplied with water from the Fairmount Water-Works, which were constructed at an expense of about \$450,000; upwards of 100 miles of iron pipe convey it to all parts of the city and districts. These

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water-works are situated on the east bank of the Schuyl-  
kill, about two miles in a northwest direction from the city,  
occupying an area of thirty acres, a large part of which  
consists of the "mount," an eminence 100 feet above tide-  
water in the river below, and about 60 feet above the most  
elevated ground in the city. The top is divided into four  
reservoirs, capable of containing 22,000,000 gallons, one of  
which is divided into three sections for the purpose of filtra-  
tion. The whole is surrounded by a beautiful gravel-walk,  
from which may be had a fine view of the city. The reser-  
voirs contain an area of over six acres; they are twelve feet  
deep, lined with stone and paved with brick, laid in a bed of  
clay, in strong lime cement, and made water-tight. The power  
necessary for forcing the water into the reservoirs is obtain-  
ed by throwing a dam across the Schuylkill; and by means  
of wheels moved by the water, which work forcing-pumps  
the water of the river is raised to the reservoirs on the top of  
the "Mount." The dam is 1600 feet long, and the race  
upwards of 400 feet long and 90 wide, cut in solid rock.  
The mill-house is of stone, 238 feet long, and 56 feet wide,  
and capable of containing eight wheels, and each pump will  
raise about a million and a quarter of gallons in 24 hours.

The UNITED STATES NAVY YARD is located in Front-street  
below Prince, and contains within its limits about twelve  
acres. It is enclosed on three sides by a high and substan-  
tial brick wall; the east side fronts on and is open to the  
Delaware River. Its entrance is in Front-street. The  
Yard contains every preparation necessary for building ves-  
sels of war, and has marine barracks, with quarters for the  
officers.

PUBLIC BUILDINGS.—The State-House fronts on Chestnut-  
street, and including the wings, which are of modern con-



struction, occupies the entire block, extending from Fifth to Sixth street. In a room in this building, on the 4th of July, 1776, the memorable Declaration of Independence was adopted by Congress, and publicly proclaimed from the steps on the same day. The room presents now the same appearance it did on that eventful day, in furniture and interior decorations. This chamber is situated on the first floor, at the eastern end of the original building, and can be seen by visitors on application to the person in charge of the State-House. In the hall of Independence is a statue of Washington, carved in wood, said to be an excellent likeness, and also several fine paintings. The mayor's court, and district and circuit courts of the United States, are held in this building. Visitors have free access to the cupola, from which there is an extensive view of the city and vicinity.

The *Girard College* is situated on the Ridge Road, in a northwest direction from the city proper, about two and a half miles from the Exchange. It was founded by the late Stephen Girard, a native of France, who died in 1831, and bequeathed \$2,000,000, for the purpose of erecting suitable buildings for the education of orphans. More than one half of this sum has already been expended upon the buildings, and a large amount will still be required for their completion. It occupies a commanding position, and the site on which it stands contains about forty-five acres of ground, bequeathed for the purpose by the founder of the institution. The college, or centre building, which is to be devoted to the purposes of education, is one of the most superb buildings in the country; its dimensions are 218 feet from north to south, 160 from east to west, and 27 in height. This building, with its beautiful columns and gorgeous capitals, at once attracts the attention of the beholder. It is surrounded

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by thirty-four columns of the Corinthian order, with beautiful capitals, supporting an entablature; each column, including capital and base, is 55 feet in height and 6 in diameter, having a base three feet high and nine in diameter,—leaving a space of fifteen feet between the columns and the body of the building. At each end is a doorway or entrance, 22 feet high and 16 wide, decorated with massive architraves, surmounted by a sculptured cornice. Each of these doors opens into a vestibule, 36 feet wide and 48 long, the ceiling of which is supported by eight marble columns. Immediately above these vestibules, in the second story, are an equal number of lobbies, the ceilings of which are supported by Corinthian columns. In each corner of the building are marble stairways, which are lighted from above. On each floor are four rooms, 50 feet square, and the third is lighted by a skylight, which does not rise above the roof. No wood is used in the construction of the building, except for the doors, so that it is fireproof.

The remaining four buildings, situated two on either side of the main building, are each 52 feet by 120, and two stories high, with commodious basements. The most eastern of these is so divided as to constitute four distinct houses for the professors. The other three are designed for the residence of the pupils.

The *Merchants' Exchange*, situated between Dock, Walnut, and Third streets, is built of white marble: it was commenced in 1834, under the direction of Mr. Strickland, the architect. It is a beautiful structure, and of its kind, one of the finest in the country.

The *United States Mint* is in Chestnut-street below Broad-street, and fronts on the former street 123 feet. It is built of white marble in the style of a Grecian Ionic temple,

and comprises several distinct apartments. The process of coining is among the most interesting and attractive to those who have never witnessed such operations. Visitors are admitted during the morning of each day, until one o'clock, on application to the proper officers.

The *Arcade* is in Chestnut, between Sixth and Seventh streets, and extends through to Carpenter-street, 150 feet, fronting 100 feet on Chestnut-street. On the ground-floor are two avenues, extending the entire depth of the building, with rows of stores fronting on each. The second floor, which is reached by flights of marble steps at each end, is divided into stores similar to those on the ground-floor. The third story was originally prepared for Peale's Museum, which, however, was removed in 1839 to its new and beautiful hall in Ninth-street. Having been again removed, it is now kept in the Masonic Hall, in Chestnut-street.

The *Custom-House*, formerly the United States Bank, is located in Chestnut-street, between Fourth and Fifth streets. It is a chaste specimen of the Doric architecture, after the Parthenon at Athens, with the omission of the colonnades at the sides. It was commenced in 1819, and occupied about five years in its construction, and cost half a million of dollars.

**BANKS, &c.**—There are about fifteen banks, seven savings institutions and loan companies, and numerous insurance companies; in Philadelphia. Some of the banks occupy splendid and costly buildings. The *Pennsylvania Bank*, in Second below Chestnut-street, is built of white marble, and has an enclosure ornamented with plants and shrubbery, and surrounded by an iron railing. The *City Bank*—formerly the old United States Bank, purchased by the late Stephen Girard, and used by him for a banking

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house—has a marble front, with the sides and rear of the building of brick, and is enriched by a portico of six Corinthian columns. The *Philadelphia Bank*, corner of Chestnut and Fourth streets, is a beautiful structure and nearly new. The *Bank of North America*, originally chartered by Congress in 1781, was the first institution of its kind organized in the United States. It is located in Chestnut, above Third street. Many of the other banking houses are handsome buildings, but generally of a plain style of architecture.

**CHURCHES.**—The places of religious worship in Philadelphia are numerous, and the style of their construction various; few only, however, have any pretensions to great architectural beauty. *St. Stephen's Church* (Episcopal), in Tenth-street, between Market and Chestnut, is a fine specimen of Gothic architecture. It is 108 feet long and 50 wide, and on its front corners has two octagonal towers 66 feet high. The upper parts of the windows are embellished with cherubim, in white glass on a blue ground, and the niches are filled with diamond-shaped glass of various colors, ornamented in the same manner. *Christ Church*, in Second-street, was built in 1691, and enlarged in 1810. It is the oldest church in the city: its spire, which is 196 feet in height, was commenced in 1753, and completed the following year, by means of a lottery, a mode of raising money not uncommon in those days. This church has a chime of bells. *St. John's Church* (Catholic), situated in Thirteenth-street, between Chestnut and Market streets, is an elegant Gothic structure, with square towers on each of its front corners. The windows are of stained glass, and the interior is decorated with several handsome paintings. The *First Presbyterian Church*, fronting on Washington Square, is, perhaps, the most elegant church of this denomination in the city.

There are numerous other churches in Philadelphia, of all persuasions; the limits of this work, however, will not permit of a detailed description.

**BENEVOLENT INSTITUTIONS.**—The county *Alms-House*, situated on the west side of the Schuylkill, opposite South-street, is a place for the reception of the poor of the city and county of Philadelphia. It is an immense structure, consisting of four main buildings, covering and enclosing about ten acres of ground, and fronting on the Schuylkill River. The site is much elevated above the bank of the river, and commands a fine view of the city and surrounding country. Visitors are admitted to this excellent institution, which on inspection cannot fail to excite much satisfaction.

*Pennsylvania Hospital*, in Pine-street, between Eighth and Ninth streets, is an admirable institution. It contains an anatomical museum, and a library of more than 6000 volumes. In the rear of the lot fronting on Spruce-street is a small building which contains West's celebrated picture of Christ Healing the Sick, presented to this institution by its author.

The *United States Marine Hospital or Naval Asylum* has a handsome situation on the east bank of the Schuylkill below South-street. It is for the use of invalid seamen, and officers disabled in the service.

The *Pennsylvania Institution for the Deaf and Dumb* is situated on the corner of Broad and Pine streets, having extensive buildings adapted to the purposes of the establishment.

The *Pennsylvania Institution for the Instruction of the Blind* is situated in Race-street near Schuylkill Third-street. The pupils of this institution are instructed in reading, writing, arithmetic, geography, and music; and are also taught to manufacture a great variety of useful and commercial articles.

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There are in Philadelphia numerous other societies for the  
relief of the distressed.

**LITERARY AND SCIENTIFIC INSTITUTIONS.**—The *American  
Philosophical Society* was founded in 1743, principally  
through the exertions of Dr. Franklin; its hall is situated in  
South Fifth-street, below Chestnut, and in the rear of the  
State-House. In addition to its library of 15,000 volumes  
of valuable works, the Society has a fine collection of mine-  
rals and fossils, ancient relics, and other interesting objects.  
Strangers are admitted to the hall on application to the li-  
brarian.

The *Philadelphia Library* is situated in Fifth-street, below  
Chestnut, on the north corner of Library-street. This library,  
which was founded in 1731 by the influence of Dr. Franklin,  
contains upward of 30,000 volumes, embracing works on al-  
most every branch of general knowledge. Citizens and  
strangers have free access to the library, and for their ac-  
commodation tables and seats are provided. To this has  
been added the *Loganian Library* (which formerly belonged  
to the late Dr. Logan), containing 11,000 volumes of rare  
and valuable books, mostly classical.

The *Athenaeum*, in Fifth below Chestnut street, contains  
the periodical journals of the day, and a library consisting of  
several thousand volumes. The rooms are open every day  
and evening (Sundays excepted) throughout the year. Stran-  
gers are admitted gratuitously for one month, on introduction  
by a member.

The *Franklin Institute* was incorporated in 1824; it is  
situated in Seventh-street, below Market. Its members,  
about 3000 in number, consist of manufacturers, artists, and  
mechanics, and are friendly to the mechanic arts. The  
annual exhibitions of this institute never fail to attract a

large number of visitors. It has a library of about 3,000 volumes, and an extensive reading-room, where most of the periodicals of the day may be found. Strangers are admitted to the rooms on application to the secretary.

The *Academy of Natural Sciences*, incorporated in 1817, has a well-selected library of about 9000 volumes, besides an extensive collection of objects in natural history. Its splendid hall is in Broad-street, between Chestnut and Walnut. It is open to visitors every Saturday afternoon.

The *Mercantile Library*, which is situated in Chestnut-street, between Fourth and Fifth, was founded in 1823, for the purpose of diffusing mercantile knowledge. It consists of about 8000 volumes, chiefly on commercial subjects, and pursuits connected with commerce.

The *Apprentices' Library* consists of about 14,000 volumes, and is open to the youth of both sexes.

The *Historical Society*, in Fifth-street, below Chestnut, was founded for the purpose of diffusing a knowledge of local history, especially in relation to the State of Pennsylvania. It has caused to be published a large amount of information on subjects connected with the early history of the State, and is now actively engaged in similar pursuits.

The *Friends' Library*, on the corner of Fourth and Arch streets, has about 3000 volumes, the books of which are loaned free of charge to persons who come suitably recommended.

There are several excellent libraries in the District of Philadelphia, which are conducted on the most liberal principles.

**MUSICAL INSTRUCTIONS.**—The *University*, which is an admirable institution, is situated on the west side of Ninth-street, between Market and Chestnut. It was founded in 1799, by

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the union of the old University and College of Philadelphia.  
The buildings consist of two handsome structures, 85 feet front  
by 112 deep, surrounded by open grounds, tastefully laid out  
in gravel-walks, &c., which are separated from the street by  
an iron railing. The average number of students who attend  
annually the medical lectures in this institution, is about 400.

*Jefferson Medical College* is situated in Tenth-street be-  
low Chestnut; it was originally connected with the college  
at Canonsburg, but is now an independent institution. The  
number of pupils averages about 300 annually. The ana-  
tomical museum of this institution is open to visitors.

*Pennsylvania College*, in Filbert-street above Twelfth, is  
a flourishing institution of recent origin; the first lectures  
having been delivered in the winter of 1830-'40.

The *College of Physicians* is an old institution, having  
existed before the Revolution. It is one of the principal  
sources from which proceeds the Pharmacopæia of the United  
States.

The *Medical Institute*, in Locust-street above Eleventh,  
is where the elementary branches of medical sciences in all  
their relations are taught.

The *Philadelphia College of Pharmacy*, in Zane-street,  
above Seventh, was the first regularly organized institution  
of its kind in the country. Its objects are to impart appro-  
priate instruction, to examine drugs, and to cultivate a taste  
for the sciences.

*Farmington.*—The *Eastern Penitentiary*, in the northwest  
part of the city, is situated on Centre-street, west of Broad,  
and south of Girard College. It covers about ten acres of  
ground, is surrounded by a wall thirty feet high, and  
its architecture resembles a heron's castle of the middle  
ages. It is constructed on the principle of strictly solitary



confinement in separate cells, and is admirably calculated for the security and the health, and, so far as consistent, the comfort of its occupants.

The *County Prison* is situated on Passyunk road, below Federal-street; it is a spacious Gothic building, presenting an imposing appearance. It is appropriated to the confinement of persons awaiting trial, or those who are sentenced for short periods. The *Debtors' Prison*, adjoining the above on the north, is constructed of red sandstone, in a style of massive Egyptian architecture.

The *House of Refuge*, at the corner of Center-street and Ridge Road, near the Penitentiary, was founded by the benevolence of citizens of Philadelphia, and is devoted to the confinement of vicious and abandoned juvenile offenders of both sexes.

The *House of Correction* is at Bush Hill, and is used for the confinement of disorderly persons, and such as are charged with minor offences.

**CEMETERIES.**—The beautiful cemetery of *Laurel Hill*, is situated on the Ridge Road, three and a half miles northwest of the city, and on the east bank of the Schuylkill, which is elevated about ninety feet above the river. It contains about twenty acres, the surface of which is undulating, prettily diversified by hill and dale, and adorned with a number of beautiful trees. The irregularity of the ground, together with the foliage, shrubs, and fragrant flowers, which here abound—the finely sculptured and appropriate monuments—with an extensive and diversified view—make the whole scene grand and impressive in a high degree. On entering the gate, the first object that presents itself to the gaze of the visitor, is a splendid piece of statuary of "Old Mortality," executed in sandstone by the celebrated Thom.

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The chapel, which is situated on high ground to the right of the entrance, is a beautiful Gothic building, illuminated by an immense window of stained glass. Visitors are admitted within the cemetery by making application at the entrance; those with carriages, wishing to enter the enclosure, must show a ticket from one of the managers. The cars of the Norristown Railroad will convey visitors to the cemetery and back twice daily, from their depot at the corner of Ninth and Green streets. *Fare, 12½ cents.*

Monument Cemetery is situated on Broad-street, in the vicinity of Turner's Lane, in the north part of Philadelphia, and about three miles from the State-House. It was opened in 1836, and now contains many handsome tombs.

Ronaldson's Cemetery, in Shippen-street, between Ninth and Tenth, is very beautiful: it occupies an entire square, and is surrounded by an iron railing. It formerly belonged to Mr. James Ronaldson, from whom it takes its name, who divided it off into lots, and disposed of it for its present purpose. It contains a large number of beautiful tombs, and is adorned with a great variety of flowers and foliage, whose fragrance and beauty make this an attractive, although a mournful spot.

Places of Amusement.—Walnut-street Theatre, on the corner of Walnut and Ninth streets. Arch-street Theatre, in Arch-street, above Sixth. Peale's Museum, and Gallery of Fine Arts, at the Meehan Hall, in Chestnut-street above Seventh. Admission 25 cents. Academy of Fine Arts, north side of Chestnut, between Tenth and Eleventh streets. Open daily, admission 25 cents. West's Picture of Christ Healing the Sick, in Spruce-street, between Eighth and Ninth streets. Admission 25 cents. Musical Fund Hall, in Locust-street, between Eighth and Ninth streets—for Con-

certs. *Diorama*, in Sanson-street, above Eighth. Admission 25 cents.

**PLACES WORTH VISITING.**—*Fairmount*; *Laurel Hill Cemetery*; *Girard College*; *Navy Yard*; the *Mint*, and *State House*, both of which are in Chestnut-street; *State Penitentiary*; *Alms-House*, on the west bank of the Schuylkill; and the various *Market Houses*, all of which are described under their respective heads.

**PRINCIPAL HOTELS.**—*Washington House*, in Chestnut street between Seventh and Eighth streets. *Jones's Hotel*, Chestnut-street between Sixth and Seventh streets. *Columbia House*, Chestnut-street below Seventh. *United States Hotel*, Chestnut-street between Fourth and Fifth. *Merchants' Hotel*, North Fourth-street, near Arch-street. *Congress Hall*, 85 Chestnut, and 37 South Third-street. *Madison House*, 30 North Second-street, above Market-street. *Franklin House*, Chestnut-street above Second-street. *Morris House*, Temperance Hotel, 188 Chestnut-street. *Mansion House*, Third-street near Spruce. *Red Lion Hotel*, 200 Market-street. *White Swan Hotel*, 196 Race-street, above Third. *Indian Queen*, in Fourth, above Chestnut-street.

**RATES OF FARE, AS FIXED BY CITY ORDINANCE.**—*Hackney Coaches.*—For conveying one passenger from any place east of Broad-street, to any other place east of Broad-street, within the city limits, 25 cents. For conveying one passenger from any place west of Broad-street, to any other place west of Broad-street, within the city limits, 25 cents. Each additional passenger, 25 cents. Not more than four passengers to be charged for any one carriage. For conveying one passenger from any place east of Broad-street to any place west of Broad-street, or from any place west of said street to any place east of the same, within the city

above Eighth. Admin-  
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rd; the Mint, and State  
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which are described under*

*House, in Chestnut street  
Jones's Hotel, Chestnut-  
street. Columbia House,  
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t-st. Merchants' Hotel,  
Congress Hall, 85  
Madison House, 20  
street. Franklin House,  
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street, 200 Market-street.  
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**CITY ORDINANCE.**—Hear-  
passenger from any place  
east of Broad-street,  
For conveying one pas-  
senger, to any other  
the city limits, 25 cents.  
Not more than four  
carriage. For convey-  
east of Broad-street to  
from any place west of  
the same, within the city

limits, 50 cents. If more than one passenger, then for each passenger 25 cents. For conveying one or more passen- gers in any other direction, within the limits of the pavement, for each passenger, per mile, 25 cents. For conveying one or more passengers, when a carriage is employed by the hour, one dollar per hour.

**Baggage.**—For each trunk or other baggage placed in- side, at the owner's request, and which would exclude a pas- senger, for each passenger that might be excluded thereby, 25 cents. For each trunk, &c., placed outside, 12½ cents. Baggage placed outside not to pay more, in the whole, than 25 cents. Penalty, for exceeding the above charges, \$5.

**Cab.**—For conveying one passenger from any place east of the centre of Broad-street, to any other place east of the centre of Broad-street; or from any place west of the centre of Broad-street, to any other place west of the centre of Broad-street, within the city limits, 25 cents. Each ad- ditional passenger, 12½ cents. For conveying one passenger from any place east of the centre of Broad-street, to any other place west of the centre of Broad-street; or from any place west of the centre of Broad-street, to any other place east of the centre of Broad-street, within the city limits, 37½ cents. Each additional passenger, 12½ cents. For the use of a cab by the hour, within the city limits, with one or more passengers, with the privilege of going from place to place, and stopping as often as may be required, for each and every hour 50 cents. Whenever a cab shall be detained, except as in the foregoing section, the owner or driver shall be al- lowed per hour 50 cents. And so, in proportion, for any part of an hour, exceeding fifteen minutes. For conveying one or two persons, with reasonable baggage, to or from any of the steamboats or railroads, (except the Trenton and

New-York railroads,) 50 cents. More than two persons, each 25 cents. For exceeding the above charges, or for refusing or neglecting, when unemployed, to convey any persons or their baggage to any place within the limits prescribed by the ordinance, upon being applied to for that purpose, \$5.

Omnibuses leave the Exchange every few minutes for the various parts of the city, Fairmount, Girard College, &c. Fare 6½ cents.

**PLACES IN THE VICINITY OF PHILADELPHIA, &c.**—*Camden*, a city and port of entry of Gloucester county, N. J., is situated on the east bank of the Delaware River, opposite to Philadelphia. It was incorporated as a city in 1831. Much of the soil in the vicinity is employed in raising fruits and vegetables, which always find a ready market in the neighboring city opposite. The population is about 3500. Numerous steam ferry boats keep up a constant communication between Philadelphia and Camden. Fare 5 cents.

A railroad extends from this place to Woodbury, the county town of Gloucester, nine miles. It contains a population of about 1000, a court-house, jail, churches, schools, libraries, and many other institutions for the promotion of knowledge, and the moral improvement of the people.

*Keight's Point*, a short distance below Camden, *Greenwich Point*, three miles below the city, and *Gloucester Point*, directly opposite, are favorite places of resort during the summer season. Steamboats run many times daily from Philadelphia. Fare to the former place, 5 cents,—to the latter, 6 cents.

*Germantown*, six miles north of Philadelphia, consists of one street only, compactly built, and extending for about four miles, in a direction from southeast to northwest. A

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Philadelphia, consists of  
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railroad and numerous stages afford a constant communica-  
tion between this place and the city, of which it is a suburb.  
Cars leave the depot in Philadelphia, corner of Ninth and  
Green streets, four times daily. Fare 15 cents.

*Wissahickon Creek*, a stream remarkable for its romantic  
and beautiful scenery, falls into the Schuylkill about six  
miles above the city. It has a regular succession of cas-  
cades, which in the aggregate amount to about 700 feet. Its  
banks, for the most part, are elevated and precipitous, cover-  
ed with a dense forest, and diversified by moss-covered  
rocks of every variety. The banks of the beautiful Wims-  
hickon afford one of the most delightful rides in the vicinity  
of Philadelphia, and are a great resort for the citizens, ple-  
nic parties, and Sunday Schools.

The *Falls of the Schuylkill* are about four miles above  
the city, on the river of that name. Since the erection of  
the dam at Fairmount, the falls have almost disappeared.  
From the city to the falls, however, is a very pleasant drive ;  
and they might be reached in a return visit to the Wims-  
hickon.

*Fairmount Water Works*, see page 206 ; *Girard College*,  
page 208 ; *Laurel Hill Cemetery*, page 216.

The *Schuylkill Viaduct*, three miles northwest from the  
city, is 900 feet in length, and crossed by the Columbia rail-  
road. It leads to the foot of an inclined plane, 2800 feet  
long, with an ascent of 187 feet. The plane is ascended by  
means of a stationary engine at the top, which conveys the  
cars from one end of the plane to the other. It is a pleasant  
and cheap excursion.

*Albany*, eight miles from the city, has become a large  
manufacturing place. It is indebted for its existence to the  
water created by the improvement of the Schuylkill, which

serves the double purpose of rendering the stream navigable, and of supplying hydraulic power to the numerous factories of the village.

*Cape May*, an attractive watering-place, and now much frequented by the citizens of Philadelphia, and by others, is situated at the mouth of Delaware Bay, the extreme south-end portion of New Jersey. The accommodations here are of the first order, and the beach is unsurpassed as a bathing place. During the summer season a steamboat leaves Philadelphia for Cape May three times a week. Fare \$3.00—distance 102 miles.

*Brandywine Springs*.—Visitors to this celebrated watering-place, take the cars in Philadelphia, which leave the depot, corner of Eleventh and Market streets, twice daily, for Wilmington, where carriages are in waiting to convey them to the Springs. Fare through \$1.00.

**FROM PHILADELPHIA TO HARRISBURG.**—Cars leave the depot, 274 Market-street, twice daily for Harrisburg and intermediate places. To *Pack*, 21 miles; fare 75 cents; *Lancaster*, 70 miles, \$2.50; *Columbia*, 83 miles, \$2.57½; to *Harrisburg*, 106 miles, \$4.00; to *West Chester*, by the West Chester branch, 26 miles, \$1.00. From Harrisburg the Cumberland Valley Railroad extends to Chambersburg, 54 miles.

**FROM PHILADELPHIA TO PITTSBURG, VIA HARRISBURG.**—To *Harrisburg*, 106 miles, fare \$4.00; thence by Canal to *Mifflin*, 153 miles, \$6.25; to *Lewistown*, 164 miles, \$6.50; to *Huntingdon*, 153 miles, \$7.50; to *Hollidaysburg*, 215 miles, \$8.00; to *Johnstown* by railroad, 27 miles; thence to *Pittsburg* by canal, 24 miles;—total distance, 345 miles; fare \$10.00.

**FROM PHILADELPHIA TO PORTSVILLE, VIA READING.**—Cars

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Philadelphia, and by others,  
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steamboat leaves Phila-  
delphia. Fare \$3.00—

this celebrated water-  
Philadelphia, which leave the  
city streets, twice daily,  
in waiting to convey  
\$1.00.

cars.—Cars leave the  
city for Harrisburg and  
Lebanon, 75 cents;  
Harrisburg, 83 miles, \$2.57;  
Lebanon, 100 miles, \$3.00.  
From Harrisburg  
to Chambersburg.

via HARRISBURG.—To  
Harrisburg, 75 cents;  
thence by Canal to  
Lebanon, 164 miles, \$6.56;  
thence to Hollidaysburg, 918  
miles, \$31.00;  
thence to Harrisburg, 37 miles;  
thence to Philadelphia, 340 miles.

via READING.—Cars

leave Philadelphia from the corner of Broad and Cherry  
streets, at 9 o'clock daily (Sundays excepted). To *Norris-*  
*town*, 17 miles, fare 40 cents; *Reading*, 58 miles, \$2.25;  
*Pottsville*, 94 miles, \$3.50. Usual time about five hours.

FROM PHILADELPHIA TO BALTIMORE.—There are two modes  
of conveyance from Philadelphia to Baltimore,—one is by  
the railroad line, which leaves Philadelphia three times  
daily, morning, afternoon, and night, from their depot in  
Market-street, below Eleventh-street. The distance by this  
route is 97 miles. Fare \$3.00;—usual time six hours.  
The other route is by steamboat and railroad. A steamboat  
leaves Philadelphia in the afternoon of each day, from the foot  
of Dock-street, and passes down the Delaware to *New Castle*;  
here travellers take the cars on the *New Castle and French-*  
*town Railroad* for the latter place, where the steamboat is  
again resorted to down the *Chesapeake Bay* and up the *Pa-*  
*tuxent River* to *Baltimore*. Distance through, by this route,  
117 miles. Fare \$3.00;—usual time seven hours.

FROM BALTIMORE TO WASHINGTON.—Cars leave Baltimore  
from the depot in Pratt-street, three times daily. Dist-  
ance 40 miles. Fare 1.00;—usual time two hours.

FROM BALTIMORE TO CHARLESTON.—*Spring, Summer, and*  
*Fall Arrangement of the great Southern Mail line.*—This  
line carries the Great Southern Mail, and arrives twenty-four  
hours in advance of the Bay Line, leaving Baltimore on the  
same day.

|                                             |         |
|---------------------------------------------|---------|
| Through-Ticket from Baltimore to Charleston | \$31.00 |
| Do do do Walden                             | 12.00   |
| Do do do Petersburg                         | 7.50    |
| Do do do Richmond                           | 7.00    |

*Fast Mail Line.*—Leave New-York at 4½ P. M., and ar-  
rive in Philadelphia at 9 P. M. Leave Philadelphia at 10



P. M., and arrive in Baltimore at 5½ A. M. Leave Baltimore at 6¼ A. M., and arrive in Washington at 8¼ A. M. Leave Washington at 9 A. M., and arrive in Fredericksburg at 1½ P. M. Leave Fredericksburg at 1½ P. M., and arrive in Richmond, Va., at 5 P. M. Leave Richmond at 6 P. M., and arrive in Petersburg, Va., at 7½ P. M. Leave Petersburg at 9 P. M., and arrive in Weldon, N. C., at 2 A. M. Leave Weldon at 2 A. M., and arrive in Wilmington, N. C., at 3 P. M. Leave Wilmington at 3½ P. M., and arrive in Charleston S. C., at 7¼ P. M.

Passengers arriving in Baltimore by Morning Line from Philadelphia, had better remain in that city until 6½ o'clock the next morning; or they can go on to Washington at 5 P. M., and remain there until 9 A. M. the next day. By this course they arrive at the end of their journey as soon, *if not sooner*, than by the other course, and have the advantage of avoiding a disagreeable night on the Bay. Passengers going to Washington by the train of 5 P. M., are taken, if they desire it, by the Company's omnibus, at once, without charge, from the Washington Depot to the Potomac Steamboat, where they lodge free of charge, and lay over (if they desire to do so) with their through-tickets, for a few days, at the following places, viz. Washington, Richmond, Petersburg, and Weldon. For further information and "through-tickets" apply at the Southern Ticket-Office, adjoining the Washington Railroad Ticket-Office, Pratt-street, Baltimore.

FROM CHARLESTON TO NEW ORLEANS.—From Charleston passengers proceed to Augusta, Ga., by railroad, 136 miles; from thence to Atlanta, 175; from Atlanta to Natchez, by stage, 124 miles; by railroad from Natchez to Montgomery, 50 miles; from Lagrange to Columbus, Geo., 46

M. Leave Balt-  
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Office, Pratt-street.

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railroad, 136 miles ;  
route to Netaculga,  
Netaculga to Mont-  
clumbea, Geo., 48

## 225

miles; from *Montgomery to Mobile*, by steamboat and stage, 200 miles; from *Mobile to New Orleans*, by steamboat, 178 miles. Total distance from Baltimore to New Orleans, by the most direct route, 1460 miles; usual time from six to seven days;—fare from Baltimore to New Orleans, \$62.00.

FROM BALTIMORE TO CUMBERLAND AND PITTSBURG.—Trains leave Baltimore, by the *Baltimore and Ohio Railroad*, from the depot in Pratt-street, daily, at quarter past 7 o'clock, A. M. for *Cumberland* on the *Potomac River*, arriving there at 5 P. M. Distance 176 miles.—*Fare* about \$6.50—usual time nine hours. From *Cumberland*, *stages* leave at 6 o'clock P. M. by the *National Road*, arriving in *Pittsburg*, or *Wheeling*, next evening. Passengers going direct to *Pittsburg*, will take the *steamboat* at *Brownsville* on the *Monongahela River*, thereby having only seventy-four miles of *staging* on the whole route. From *Cum.* *erent* to *Pittsburg* is 114 miles, and from *Baltimore* to *Pittsburg* 292 miles. Usual time through, about thirty-two hours.—*Fare* \$9.00. to *Wheeling*, on the *Ohio river*, \$1.00 more.

Steamboats leave Pittsburg and Wheeling hourly, and passengers are forwarded without delay to Cincinnati, and all other ports in the south and west. Fare to Cincinnati \$3.00.

**FROM BALTIMORE TO COLUMBIA, PA., BY RAILROAD.**—From Baltimore to York, 58 miles; to Columbia 14 miles. Total distance 72 miles. Fare about \$2.00; usual time five hours. Passengers can go from Columbia to Philadelphia by railroad, 82 miles.

FROM BALTIMORE TO THE VIRGINIA SPRINGS.—Passengers leave Baltimore by the railroad to Washington, thence by the Potomac Steamboat, (passing in view of Mount Vernon) to Aquia Creek, and afterwards by the Richmond and Fred-

*ericksburg and Louisa Railroad to Gordonsville; whence they are conveyed by four-horse post-coaches to Charlottesville, Staunton, the Warren Springs, White Sulphur Springs, &c., passing in sight of Monticello and the celebrated University of Virginia, and avoiding night travelling. Passengers by this route reach the Warm Springs to breakfast, the second day after leaving Washington, and the White Sulphur on the afternoon of the same day. The White Sulphur Springs are 280 miles from Baltimore.*

COMPANION.

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## APPENDIX.

### SAILING OF STEAMSHIPS.

**BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.**—These vessels sail between *Boston*, U. S., and *Liverpool*, Eng., alternately, leaving the former place on the 1st and 16th of each month, and the latter place on the 4th and 19th of each month. They are as follows:—

The *Hibernia*, 1900 tons, Capt. Ryne; *Caledonia*, 1900 tons, Capt. Lott; *Britannia*, 1900 tons; Capt. Hewitt; *Cambridge*, 1400 tons, Capt. Jenkins; *Arcade*, Capt. Harrison.

*Price of Passage* from *Boston* to *Liverpool*, \$120.00; from *Boston* to *Halifax*, \$30.00.

No berths can be secured until paid for. Passengers' baggage must be on board the day previous to sailing.

In addition to the above line between *Liverpool* and *Halifax*, and *Boston*, a contract has been entered into with Her Majesty's government, to establish a line between *Liverpool* and *New-York* direct. The steamships for this service are now being built, and early next year due notice will be given of the time when they will start. Under the new contract the steamers will sail every Saturday during eight months, and every fortnight during the other months in the year, going alternately between *Liverpool* and *Halifax* and *Boston*, and between *Liverpool* and *New-York*.

**STEAMSHIPS BETWEEN NEW-YORK AND EUROPE.**—The *French Transatlantic Steamships*, running between *New-York* and *Havre*, are equal to any afloat, and are commanded by experienced and gentlemanly officers. There are four vessels of this line, the *Philadelphia*, *Missouri*, *New-York*,

and *Union*, which sail from the port of New-York on the 1st and 15th of each month.

*Price of Passage from New-York to Havre, \$190.00; and from Havre to New-York, 1000 francs.*

All letters must pass through the post-office.

**AMERICAN STEAM NAVIGATION COMPANY.**—The steamship *Washington*, at present the only vessel of this line ready, sails between New-York and Europe as often as convenient. Other steamships now building will soon be placed on the line.

*Price of Passage.*—In first cabin, from New-York, \$190.00; second cabin, \$60.00.

The *SARAH HANDE*, steamship, sails from New-York for Liverpool, on the 4th of each alternate month. *Price of Passage, \$100.00.*

The steamships *Southerner* and *Northerner*, sail alternately from New-York for Charleston, S. C., every Saturday afternoon, at 4 o'clock, from Peck Slip wharf, and from Adger's wharf, Charleston, every Saturday at 2 o'clock. Usual time about 60 hours. *Passage \$25, and board.* Agents in New-York, Spofford, Thomson & Co., 48 South-st.

#### PACKETS.

**NEW-YORK AND LIVERPOOL PACKETS.**—These vessels leave each port on the 1st, 6th, 11th, 16th, 21st and 26th of each month. *Price of Passage to Liverpool, \$100; from Liverpool to New-York, £25.*

**NEW-YORK AND LONDON PACKETS.**—These sail from each port on the 1st, 8th, 16th, and 24th of every month. *Price of Passage from New-York to London, \$100; from London to New-York, £25.*

**HAVRE PACKETS.**—These leave each port on the 1st, 8th, 16th, and 24th of each month. *Price of Passage from New-York to Havre, \$100; and from Havre, 500 francs.*

Packets sail from New-York to *New Orleans* twice a week; to *Mobile*, weekly; to *Charleston*, weekly; to *Savannah*, weekly; to *Texas*, twice each month.

NEWSPAPER AND LETTER POSTAGE TO EUROPE BY THE STEAM AND PACKET SHIPS.

For the following we are indebted to the New-York Herald.

*American Line*—Steamship *Washington*.—For each letter and package not exceeding  $\frac{1}{2}$  ounce, 24 cents; over  $\frac{1}{2}$  and not exceeding 1 ounce, 48 cts.; for every additional  $\frac{1}{2}$  ounce or fraction, 15 cts.; on each newspaper, pamphlet or price current, 3 cts.

Mail matter to Bremen, either for delivery or distribution, may be sent either with or without the postage being previously paid.

*British Line*—Steamship *Sarah Sands*.—For each letter weighing  $\frac{1}{2}$  ounce or less, 25 cents; every additional  $\frac{1}{2}$  ounce, 25 cts.

*French Line*—Steamships *Union*, *Philadelphia*, *New-York*, and *Missouri*, &c.—[It must be borne in mind that the rates by the French line, refer to letters weighing only one quarter of an ounce.] Postage at the New-York post-office, 1 cent; postage to cross the Atlantic, 20 cts.; postage from Havre to Paris, 10 cts.

Postage of a letter from New-York to England, via Havre.—Postage at the New-York post-office, 1 cent; postage to cross the Atlantic, 20 cts.; postage from Havre to English shore, 2 cts.; English taxation from the shore to the letter's destination, 10 cts.

Packet Ships for *Liverpool*, *London*, and *Havre*.—On each letter weighing  $\frac{1}{2}$  ounce, 12 $\frac{1}{2}$  cents; newspapers, 2 cts.

Those at a distance from New-York wishing to send letters by the packet ships, have merely to post-pay them at New-York, and they will go to their destination.

Letters destined for the Old World, and intended to be transmitted thence by the Cunard steamships plying between Boston and Liverpool, must be pre-paid through the United States. The British postage will be charged the persons to whom they are directed.

## MAGNETIC TELEGRAPH LINES IN OPERATION.

|                                                                            | Miles. |
|----------------------------------------------------------------------------|--------|
| Between Boston and Portland, via the route of the                          | 108    |
| " Boston and Maine Railroad                                                | 36     |
| " Boston and Lowell                                                        | 238    |
| " New-York and Boston, via New Haven, Hartford, Springfield, and Worcester | 160    |
| " New-York, Albany, and Troy                                               | 325    |
| " Albany and Buffalo                                                       | 33     |
| " Troy and Saratoga                                                        | 39     |
| " Syracuse and Oswego                                                      | 74     |
| " Auburn, Ithaca, and Elmira                                               | 48     |
| " Buffalo, Lockport, and Lewiston                                          | 45     |
| " Queenston and Toronto                                                    | 98     |
| " New-York and Oting, over Long Island to Fire Island                      | 67     |
| " New-York and Philadelphia                                                | 336    |
| " Philadelphia and Pittsburgh, via Lancaster and Harrisburg                | 94     |
| " Philadelphia and Pottsville                                              | 97     |
| " Philadelphia and Baltimore                                               | 46     |
| " Baltimore and Washington                                                 | 190    |
| " Baltimore and Cincinnati                                                 |        |
| " Washington and Richmond, Va.                                             |        |

**MAIL AND TELEGRAPH.**—The Magnetic Telegraph Line is now completed from Washington to Richmond, Va., and a station opened at the latter place.

The Southern Mail arrives at Richmond at about 7 o'clock in the morning, and the Northern Mail at 6½ P. M. The latter is the mail which leaves New-York at 4½ o'clock of the preceding evening, Philadelphia at 10 o'clock P. M., Baltimore at 6 o'clock A. M., and Washington at 9 A. M. of the same day.

Messages from the south received by mail at the telegraph office in Richmond, at 7 A. M. may be telegraphed to New-York one day in advance of the mail, and the answer telegraphed back to Richmond so as to overtake the preceding day's mail, thereby gaining another day. In like manner, two business days may be gained in Philadelphia, Baltimore, and

# IN OPERATION.

|                |     |
|----------------|-----|
| route of the   | 100 |
| Haven, Hart    | 98  |
|                | 230 |
|                | 150 |
|                | 323 |
|                | 32  |
|                | 32  |
|                | 74  |
|                | 45  |
|                | 45  |
| Island to Fire | 38  |
| Lancaster and  | 87  |
|                | 236 |
|                | 34  |
|                | 37  |
|                | 40  |
|                | 120 |

Telegraph Line in Richmond, Va., and a

at about 7 o'clock at 6 1/2 P. M. The at 4 1/2 o'clock of 10 o'clock P. M. at 9 A. M. of

at the telegraph telegraphed to New and the answer tele- take the preceding in like manner, two this, Baltimore, and

## TELEGRAPH PRICES.

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Washington, and four or five days between the Southern cities and Boston.

Packages of letters will be made up at the post-offices in New Orleans, Mobile, Charleston, &c. for the telegraph office, Richmond, and be transmitted to that station by mail, and thence to Philadelphia, New-York, &c. by telegraph.

The *Southern Telegraph* has been completed 70 miles beyond and 30 miles this side of Mobile; and 28 miles are also finished from New Orleans to the Regolets. The line between New Orleans and Mobile was to be in operation early in August, 1847.

About 2250 miles of telegraph are already finished and in operation, and 5000 miles more under contract to be completed within a year. The *Great Central Line of Telegraph*, now constructing between the Eastern and Western States, was to be ready as far west as Cincinnati, in August, and the *Lake Erie Telegraph* was to be in operation at Cleveland about the same time. The materials for telegraphic communication between Detroit, Chicago, and Milwaukee, are purchased, and the line will soon be established. These places, as well as St. Louis, will soon be brought into connection with the cities of the Atlantic seaboard. The southern lines are advancing rapidly, and it is expected that in a few months there will be a communication between Portland and New Orleans, making a continuous chain of some 2000 miles.

## TELEGRAPH PRICES.

All communications are strictly confidential.

*Prices of the New-York and Boston Telegraph.*

From Boston, or from New-York, to Worcester, Springfield, Hartford, or New Haven, or from either station intermediate of Boston and New-York, to any other station of the line, 25 cts., for the first Ten Words or Numbers, exclusive of address and signature; and Two Cents for every additional word or number. From Boston to New-York, or New-York to Boston, Fifty Cents for the first Ten Words, or Numbers, and Three Cents for every additional word, or number.



*Prices of the New-York and Buffalo Telegraph Line.*

| From<br>New-York to | NUMBER OF WORDS. |      |      |      |      |      |      |      |      |      |
|---------------------|------------------|------|------|------|------|------|------|------|------|------|
|                     | 15               | 20   | 30   | 40   | 50   | 60   | 70   | 80   | 90   | 100  |
| Poughkeepsie,       | \$ .35           | 35   | 55   | 75   | 95   | 1 15 | 1 35 | 1 55 | 1 75 | 1 95 |
| Hudson,             |                  |      |      |      |      |      |      |      |      |      |
| Albany,             |                  |      |      |      |      |      |      |      |      |      |
| Troy,               |                  |      |      |      |      |      |      |      |      |      |
| Utica,              | 35               | 50   | 80   | 1 10 | 1 40 | 1 70 | 2 00 | 2 30 | 2 60 | 2 90 |
| Rome,               |                  |      |      |      |      |      |      |      |      |      |
| Syracuse,           |                  |      |      |      |      |      |      |      |      |      |
| Auburn,             |                  |      |      |      |      |      |      |      |      |      |
| Geneva,             | 50               | 70   | 1 10 | 1 50 | 1 80 | 2 30 | 2 70 | 3 10 | 3 50 | 3 90 |
| Rochester,          |                  |      |      |      |      |      |      |      |      |      |
| Buffalo,            |                  |      |      |      |      |      |      |      |      |      |
| Elmira,             |                  |      |      |      |      |      |      |      |      |      |
| Cowego,             | 75               | 1 00 | 1 65 | 2 25 | 2 85 | 3 45 | 4 05 | 4 65 | 5 25 | 5 85 |
| Lockport,           |                  |      |      |      |      |      |      |      |      |      |

*Prices of Canada Junction Line, and Toronto Line, Canada.*

From Buffalo to Lockport or Queenston, 35 cts. for the first Fifteen Words. From Buffalo to St. Catharine, Canada, 35 cts. do. From Buffalo to Hamilton or Toronto, 50 cts. do.

For each additional Five Words, or under, to either of the above stations, Ten CENTS.

*Prices of the Philadelphia and Pittsburg Telegraph Line.*

| From<br>Philadelphia to | NUMBER OF WORDS. |    |    |      |      |      |      |      |      |      |
|-------------------------|------------------|----|----|------|------|------|------|------|------|------|
|                         | 10               | 20 | 30 | 40   | 50   | 60   | 70   | 80   | 90   | 100  |
| Lawrence,               | 20               | 40 | 60 | 80   | 1 00 | 1 20 | 1 40 | 1 60 | 1 80 | 2 00 |
| Harrisburg,             | 25               | 50 | 75 | 1 00 | 1 25 | 1 50 | 1 75 | 2 00 | 2 25 | 2 50 |
| Chambersburg,           | 30               | 60 | 90 | 1 20 | 1 50 | 1 80 | 2 10 | 2 40 | 2 70 | 3 00 |

Pittsburg 50 cts. for the First Fifteen Words or less, and the same for every additional Fifteen Words.

Telegraph Line.

| OF WORDS. |    |    |    |    |     |    |   |    |   |
|-----------|----|----|----|----|-----|----|---|----|---|
| 0         | 60 | 70 | 80 | 90 | 100 |    |   |    |   |
| 25        | 1  | 15 | 1  | 25 | 1   | 25 | 1 | 75 | 1 |
| 40        | 1  | 70 | 2  | 00 | 3   | 20 | 2 | 00 | 3 |
| 50        | 3  | 30 | 3  | 70 | 3   | 10 | 3 | 50 | 3 |
| 55        | 3  | 45 | 4  | 05 | 4   | 55 | 5 | 25 | 5 |

Toronto Line, Canada.

London, 35 cts. for the  
St. Catharine, Cana-  
milton or Toronto, 50

under, to either of the

burg Telegraph Line.

| WORDS. |    |    |     |   |
|--------|----|----|-----|---|
| 70     | 80 | 90 | 100 |   |
| 1      | 40 | 1  | 00  | 1 |
| 1      | 75 | 2  | 00  | 2 |
| 2      | 10 | 2  | 40  | 2 |

and the same for every

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*Prices of the New-York and Washington Telegraph Line.*

For every Ten Words, not exceeding One Hundred, exclusive of the address and directions,

|                      |               |           |
|----------------------|---------------|-----------|
| From New-York to     | PHILADELPHIA, | 25 cents. |
|                      | WILMINGTON,   | 35 "      |
|                      | BALTIMORE,    | 50 "      |
|                      | WASHINGTON,   | 50 "      |
| From Philadelphia to | WILMINGTON,   | 10 "      |
|                      | BALTIMORE,    | 25 "      |
|                      | WASHINGTON,   | 25 "      |
| From Wilmington to   | BALTIMORE,    | 20 "      |
|                      | WASHINGTON,   | 25 "      |
| From Baltimore to    | WASHINGTON,   | 10 "      |

When a communication exceeds that number, the price on all words exceeding One Hundred, will be reduced One Third.

Communications destined for any place beyond the termination of the TELEGRAPH, will be faithfully written out at the last station and put into the Mail.

All communications must be pre-paid at the Station from which they are transmitted respectively.

# MONEY.

*Value of the Coins of Different Nations.*

| AMERICAN.                        |                        |         |
|----------------------------------|------------------------|---------|
| Eagle, (since 1833,) (of gold)   |                        | \$10.00 |
| Half Eagle                       |                        | 5.00    |
| Gr. Eagle                        |                        | 2.50    |
| Eagle, old, (before 1834,)       |                        | 12.10   |
| Half Eagle, old,                 |                        | 5.95    |
| Gr. Eagle                        |                        | 2.90    |
| A Dollar, (of silver,) . . . . . | 10 dimes, or 100 cents |         |
| A Half " . . . . .               | 5 " 50 "               |         |
| A Quarter " . . . . .            | 2 1/2 " 25 "           |         |
| A Dime " . . . . .               | 10 cents               |         |
| Half-Dime " . . . . .            | 5 "                    |         |

In New England, the dollar is divided into six shillings—thus; 60 cents, is called fourpence; 8 cents, sixpence; 12

cents, *ninepence*; 16½ cents, a *shilling*; 16½ cents, *three fourpences*; 50 cents, *three shillings*; 63½ cents, *three and nine pence*; 87½ cents, *five and threepence*. In New-York the 12½ and 6½ cent pieces, are called *shillings* and *sixpences*; in Philadelphia frequently, *leaves* and *five*; in the Southern States, a *bit* and *picayune*, and are taken for the same as ten cent and five cent pieces.

## ENGLISH.

\*Sovereigns of all dates, 5 dwt. 3 grs. \$4.83  
 Half Sov's " 2 " 13 " 2.41  
 Guineas " 5 " 7 " 5.00

English Gold, per act of Congress, of March 3, 1863, is a legal tender of 90 cents, 9 mills, per dwt.

\* The dragon sovereigns, so called, are worth only \$4.50.

## FRENCH.

Napoleons, (20 francs) of all dates, 4 dwt. 3 grs. \$20.00  
 2 Napoleons, (40 francs) " 8 " 6 " 7.50  
 Louis d'Or " 4 " 20 " 1.50

French Gold, per act of Congress, of March 3, 1863, is a legal tender at 90 cents, 9 mills, per dwt.

## SPANISH.

\*Doubleons, all dates, 17 dwt. 3 grs. \$15.75  
 Half " " 8 " 15 " 7.75  
 Gr. " " 4 " 8 " 3.95  
 E'ch " " 2 " 4 " 1.97

Spanish Gold, per act of Congress, of March 3, 1863, is a legal tender at 90 cents, 9 mills, per dwt.

## MEXICAN AND SOUTH AMERICAN.

\*Doubleons, all dates, 17 dwt. 3 grs. \$15.00  
 Half " " 8 " 15 " 7.70  
 Gr. " " 4 " 8 " 3.97  
 E'ch " " 2 " 4 " 1.97

Mexican and South American Gold, per act of Congress, of March 3, 1863, is a legal tender at 90 cents, 9 mills, per dwt.

\* Many doubleons and parts of doubleons are light, and consequently not standard. A doubleon should weigh the same as a good dollar, or two half dollars.

ling; 18¢ cents, three  
; 63¢ cents, three and  
pence. In New-York  
ded shillings and six-  
pence and five; in the  
and are taken for the

3 grs. \$4.23  
13 " 2.41  
7 " 5.00  
3, 1843, is a legal tender of  
worth only \$4.00.

dwt. 3 grs. \$3.02  
" 6 " 7.28  
" 20 " 4.30  
3, 1843, is a legal tender at

grs. \$15.75  
" 7.75  
" 3.90  
" 1.57  
3, 1843, is a legal tender at

MEERMAN.  
grs. \$15.60  
" 7.70  
" 3.87  
" 1.57  
of Congress, of March 2,  
wt.  
are light, and consequently  
are at a good dollar, or two

# MONEY.

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## SILVER COIN.

|                                              |                      |
|----------------------------------------------|----------------------|
| Spanish pillar dollar, unblemished           | 3 per cent premium.  |
| Spanish halves, quarters, &c                 | per, a 1/2 discount. |
| Mexican dollars                              | 1/2 a 1/2 premium.   |
| Five franc pieces                            | 93c.                 |
| Two franc 25c., and one franc                | 17c.                 |
| English Crowns \$1.15, half Crowns           | 57c.                 |
| English shillings (disparaten in proportion) | 33c.                 |
| Thalers                                      | 65c.                 |
| Pistoles, (head,)                            | 15c.                 |
| Pistoles, (cross,)                           | 10c.                 |

## FROMISCIOUS COINS.

|                                           |                      |
|-------------------------------------------|----------------------|
| Ten Thalers, all dates                    | 8 dwt. 19 grs. 67.22 |
| Frederick d'Or, Denmark or Prussia        | 4 " 5 " 3.90         |
| Double "                                  | 8 " 10 " 7.80        |
| 10 Gulder, (shillings in proportion)      | 4 " 7 " 4.90         |
| " Johannes, J. V. (do.)                   | 15 " 7 " 17.50       |
| Molden, Roumanian                         | 5 " 4 " 4.27         |
| Ducat, Netherlands, Denmark, Prussia, &c. | 3 " 5 " 3.90         |
| Crown, Portugal, Maria II.                | 3 " 4 " 3.88         |
| Zarvenka, Russia                          | 2 " 7 " 2.30         |
| Lird, Turkey                              | 2 " 11 " 2.53        |
| France, Italy                             |                      |

\* Most of the Johannes and half Joes now in circulation are light.  
They should be taken at the rate of 50 cents for weight of a 3 cent piece.

TRAVELERS who may suggest any corrections or additions, the result of personal observation, and written down, not from memory, but on the spot, will confer a great obligation on the Editor by addressing him under cover to the publisher, and then serve to render this volume at all times a faithful guide to the reader.